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# Navy News

The Official Newspaper of the Portsmouth Command, Home Air Command  
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No. 21 FEBRUARY, 1956

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## Award of George Medal

THE FOLLOWING announcement appeared in the "London Gazette" of December 30, 1955:—

The Queen has been graciously pleased, on the advice of Her Majesty's Canadian Ministers, to approve the award of the George Medal to:—

Lieut. Douglas Albert Muncaster, Royal Canadian Navy, for gallantry when rescuing by helicopter a pilot who was trapped inside his burning aircraft which had crashed in a heavily wooded area near Shearwater, Nova Scotia.

### The Story

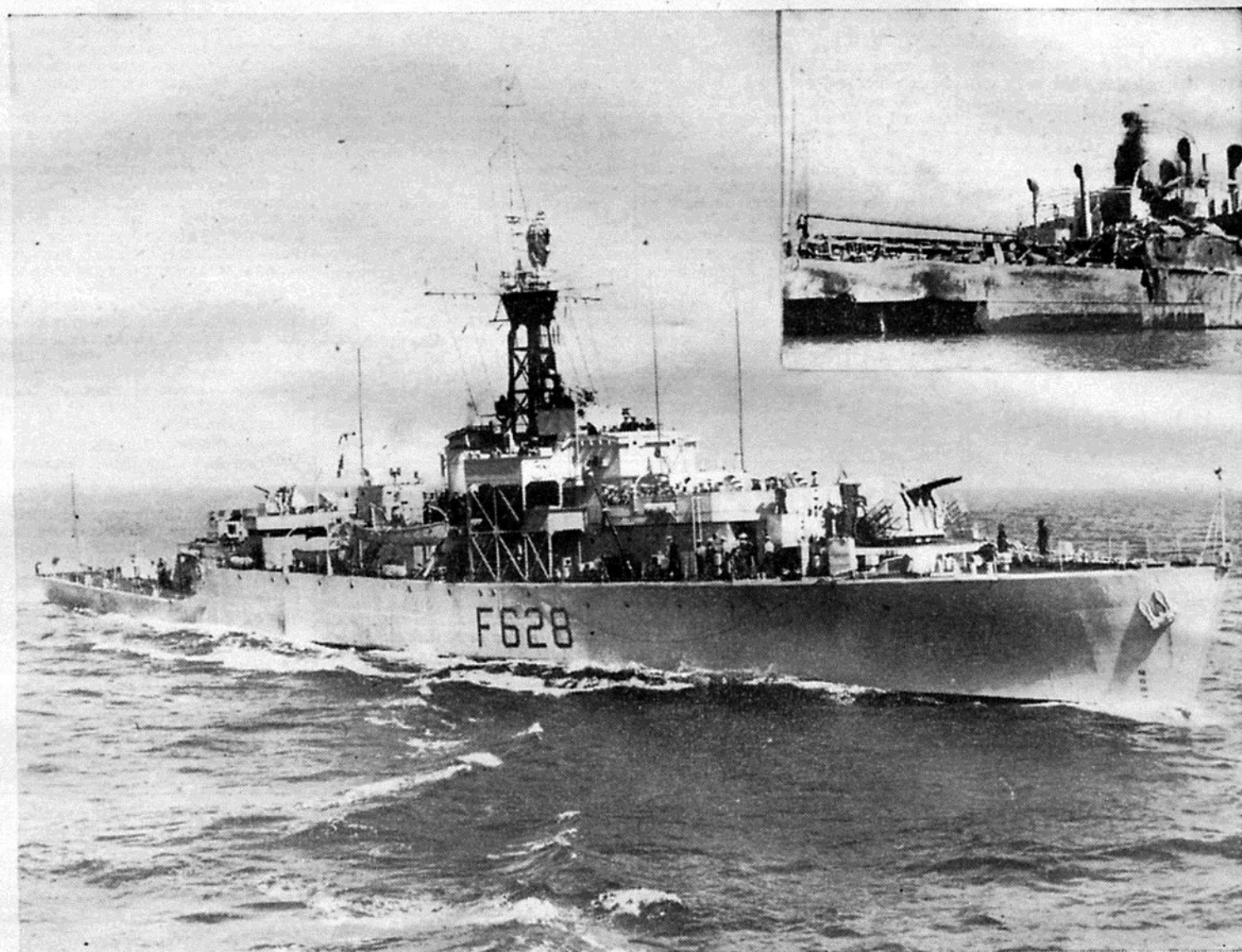
This is the story behind the bald statement:—

"Lieut. Muncaster, with complete disregard for his own safety, was instrumental in saving the life of a pilot who was trapped inside his flaming aircraft after it had crashed.

On the afternoon of March 9, 1955, Lieut. Muncaster was the co-pilot of a Bell Helicopter which had arrived at the site of an aircraft crash, about one mile south of the Royal Canadian Naval Air Station, Shearwater, Nova Scotia. The aircraft—a Sea Fury, piloted by Sub-Lieut. (P) J. V. Searle, R.C.N., O-65687—had crashed about three minutes earlier, in a heavily wooded area, and it was noted that it had broken in two, the forward section, including the cockpit, being inverted, with the engine on fire.

The helicopter could not land owing to the density of the trees and undergrowth. The pilot, therefore, hovered about fifty yards from the aircraft, where the woods were more sparse, while Lieut. Muncaster jumped to the ground from a height of about eight feet. As Lieut. Muncaster ran towards the wreckage, one of the fuel tanks exploded. On nearing the forward section of the aircraft, from sounds inside the cockpit, he realized that the pilot was alive. The perspex canopy of the cockpit was resting on the ground and the pilot was pinned inside. Being unable to open the canopy or break the perspex with his hands or feet, Lieut. Muncaster found a rock and smashed a hole in it. By this time the flames had reached the cockpit and there was imminent danger of the remaining fuel tanks exploding. The pilot was able to push his head and shoulders through the hole made in the canopy by Lieut. Muncaster who, after considerable pulling, extricated Sub-Lieut. Searle from the flaming cockpit and assisted him from the immediate vicinity of the aircraft. The remaining fuel tanks exploded a few minutes later."

## FIRE AT SEA



### H.M.S. KILLISPORT UPHOLDS HIGHEST TRADITIONS OF THE SERVICE

The Argea Prima loaded with 30,000 tons of crude oil, was in collision with a Dutch freighter about 100 miles inside the Gulf on May 19 and caught fire. Loch Killisport who had just arrived at Muscat some 300 miles away, was immediately sailed to assist. Arriving early on the morning of May 20, the Argea Prima was found abandoned and on fire. Loch Killisport proceeded alongside and started firefighting. The oil tanks on fire were quickly extinguished but the after superstructure took nearly 48 hours to put out. An attempt was then made to tow Argea Prima but she proved unmanageable. However, Argea Prima managed to raise steam and proceeded to Bahrain under her own power, escorted by Loch Killisport and later by Loch Insh. The Engineer Officer, Mr. H. Ward, and the Chief Engineering Mechanic, C.P.O. A. James of Loch Killisport, received the Queen's commendation for their work in this firefighting.



## Drafting Forecast

### COMMISSIONING PROGRAMME

#### FOR GENERAL SERVICE

February 24, 1956: H.M.S. Duchess\* commissions for Mediterranean and Home Fleet.

April 10, 1956: H.M.S. Killisport commissions for Home and East Indies Station.

May 8, 1956: H.M.S. Torquay (new A/S Frigate) commissions for Home and Mediterranean Fleets.

May 29, 1956: H.M. Ships Agincourt and Barrosa commission at Portsmouth for Mediterranean and Home Fleets.

#### FOR FOREIGN SERVICE

June, 1956: H.M.S. Concord re-commissions at Singapore for Far East Station.

Note.—The ship's company of ship marked \* has been completed.

## Order or Renewal Form

(Delete as appropriate)

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## Navy News

EDITOR

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O.B.E., F.R.G.S., R.N.  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 74571 (Ext. 2913)

## EDITORIAL

WE DEEPLY regret the delay in publishing this issue of NAVY NEWS which is due to a dispute within the printing trade. Our readers can be assured that we shall do everything possible to maintain the regularity of publication.

On January 25 we printed a special issue of NAVY NEWS dealing in full with the new Officer Structure. This issue of 20,000 copies has been well received by the Navy but perhaps many of our civilian readers have not yet had the opportunity of seeing this edition. We have therefore retained a number of these copies for general circulation and they may be obtained direct from the Editor, price 2½d., post free.

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## Message from

## Admiral Sir Michael Denny G.C.B., C.B.E., D.S.O.

ON HAULING down my flag for the last time at sea, I have been asked to look back over my career in the Navy and to draw from incidents in it a farewell message.

I do not propose to do this. It is, of course, true that over a long naval career one acquires a wealth of invaluable experience, but having acquired it, the important thing is to look forward into the future and not to reminisce in the past.

Today this is more true than ever before since reminiscence will make us conservative, and perhaps hostile to change at a time when it is essential to be open minded, receptive, adaptable and ready to discard what is outworn and outdated.

Particularly does this apply to a concept of future war since it is inconceivable—should such disaster ever come about—that we would fight on any basis other than as part of an international alliance of free nations—in other words as part of N.A.T.O.

I am, as many of you know, taking up a United Kingdom appointment in the U.S.A., which is, in the main, concerned with N.A.T.O. I have immense faith in N.A.T.O., and believe it to be of first importance that everyone in this country should understand it and have faith in it too. It may well be that its strength alone has already staved off a third world war, and it is the one thing capable of continuing so to do.

As to the unity of the Navies of the

free nations within N.A.T.O., the oceans of the world are no respectors of persons, inflicting penalties, hazards and discomfort on all seafarers regardless of race and flag. Thus there exists amongst all sailors a common understanding, a common way of daily life, shared experience, and the practice of a common skill and art. So within N.A.T.O. it has been simple to arrange, effective in operation and inspiring to note that during my last two years at sea, when more than two warships have been in company with my flag, almost invariably one or more "foreign" ensigns of the N.A.T.O. allies have been also present, acting and regarded precisely the same as the ships of the Royal Navy present under my command.

N.A.T.O.'s weakness is the appalling ignorance of its immense achievements, and even greater possibilities, among the ordinary people of its member nations.

This is where each one of you who reads this paper has a part to play. My message is, quite simply, that you must understand what N.A.T.O. is, how it works, what it has achieved, and where it is going. You must believe in it yourself, and work as wholeheartedly and loyally for it as you do for your own country. And—most important of all—you must explain it, and spread its gospel among those who serve with you in the Navy and amongst your neighbours and friends in civil life ashore.

Admiral Michael M. Denny

## Advancement Prospects

THIS MONTH we will explain the new system of roster advancement in the Supply and Secretariat branches and also give the advancement prospects in the branches which were not included in the last month's issue.

### Supply and Secretariat Branches

**New Advancement Roster System.**—On passing for the higher rate, Supply and Secretariat ratings at present take their place on the advancement roster in seniority order, irrespective of the date of passing. As a result, broadly speaking, a rating gets no benefit from qualifying early for higher rate. The new system, explained below, is simple but ingenious, and is designed to reward the keen rating who qualifies early.

It will apply to those ratings who pass professionally for the higher rate after May 31st, 1956. Anyone who passes before that date will continue to be placed on the roster on the present basis.

The principle of the scheme is that a man's basic date on the roster will be a date half way between his date of seniority in the rating held and the basic date of passing professionally for the higher rating; therefore, the earlier a man passes the better will be his basic position on the advancement roster compared with a man of equal seniority. A senior rating who delays passing professionally will be drawn back on the roster instead of going at or near the top, while junior ratings who qualify early will tend to be some way up the roster instead of at the bottom. So the theory that it is a good thing to qualify for the higher rating as soon as possible has now a practical application in the Supply and Secretariat branches.

### The New System

The new system applies only for advancement to the leading and petty officer rates. It does not apply to advancement to the chief rate as there is no professional examination for that rate. Neither does this system apply to those petty officer writers and stores petty officers advanced during the war; such ratings must pass the written examination for petty officer before becoming eligible for the chief rate; when they pass they will continue to go on the roster according to their seniority.

Another change which the new system introduces is that of the waiting time before a rating can pass professionally for the higher rating. At present Writer and Stores Assistants must have a year's seniority in the "able" rate before they can take the examination for the leading rate. After May 31st, 1956, this waiting period of one year will be extended to all "able" and "leading" rates of the Supply and Secretariat branches. This means that Cooks, Leading Cooks and Stewards will not be able to apply for the examination for the higher rate (or for a course when this pre-

cedes examination) until they have a year's seniority in their rating. Leading Writers, Leading Stores Assistants and Leading Stewards will not be able to take the examination for petty officer until they have a year's seniority as leading rating, although, of course, application may have to be made earlier in order to obtain the examination papers in time.

A word of advice—it will be of some advantage to a rating who is senior, to pass professionally before the new arrangement comes into force. Any junior rating (except Writers and Stores Assistants) who can pass before May 31st, 1956, will not be subject to the one year waiting rule.

The basic dates of passing professionally of Stewards, Leading Cooks (S) and (O), Cooks (S) and (O), who pass the examination for the higher rate after a previous failure, have also been altered. If successful at the first attempt the basic date of passing will be as before, i.e., the date of application for examination, or for course and examination where applicable. If a further attempt is necessary, this basic date will be the date of the actual examination and not the date of application as hitherto.

The scheme is explained in detail in A.F.O. 3235/55, which was included in the Notice Boards issue.

Now for the advancement prospects for 1956, in all the branches which were not mentioned in the last issue:

### Supply and Secretariat Branches

**Writer Branch.**—Chief Petty Officer Writers are still overborne and advancement to that rate will continue on "trickle" at the rate of two every six months. At present very junior Leading Writers are being advanced to the petty officer rate, but when the almost bumper crop of successful candidates at the last examination join the roster at its adjustment in March, advancement will probably slow down, partly because of the large number who passed and partly because there will be fewer vacancies caused by releases in 1956. However, there will still be a steady advancement in vacancies and many of the Leading Writers qualified are very junior in their rating. The roster for Leading Writer has just run dry and there should be plenty of vacancies in 1956; ratings who pass for the Leading Writer in 1956 will not have long to wait for advancement.

**Stores (V).**—There will probably be about six vacancies for the chief rating in 1956. There is still a shortage of petty officers and until a roster forms, ratings will continue to be advanced as soon as they are fully qualified and recommended. Advancement to the leading rate will continue in vacancies, probably at about the same rate as in 1955.

**Stores (S).**—Because of a reduction in the number of chiefs required advancement will probably be on

## Officers' Divisional Course

THE DAILY C.W. List is a constant reminder to its readers that there is an Officers' Divisional Course running throughout the year at the Royal Naval Barracks, Portsmouth. Not only are senior officers appointed for refresher courses, but officers of all ranks and branch are appointed to take the course at some early stage in their careers. It is the first course that Branch Officers take on being promoted.

The object of the course is to give officers a brief introduction to Leadership. This may seem a strange statement to make as most of the syllabus is of administrative nature, but the Divisional Course is concerned with one of the many qualities of Leadership, and that is knowledge of the Man. The course is designed to instruct officers in divisional matters, to teach them how men are recruited, trained, clothed, fed, punished, advanced, etc., and to bring home to them their responsibilities as officers in charge of men. The syllabus includes a variety of subjects which deal with: Welfare; Disciplinary measures; Service Certificates; Advancement, and Entry and Training; to name a few. It provides a framework on which an officer can hang the knowledge which he will accumulate by experience in the years to come.

The course is not limited to R.N. officers only, as it is Admiralty policy that R.N.Rs., R.N.V.Rs. and Patrol Service officers should also attend. The following is a comprehensive list of officers, including those of Commonwealth Navies, who at present undergo the Divisional Course:—

Senior Officers (Refresher).  
Acting Sub-Lieutenants (Executive, Engineers and Electrical).  
Fleet Air Arm Officers R.N. and R.N.V.R. (Includes Re-Entered).  
Air Officers (Short Service Air Officers).  
Lieutenants (A.) R.N.R.  
Acting Commissioned Officers (All Branches).  
Regular R.N.R. and R.N.V.R.  
Probationary R.N.R.  
R.N.R. Patrol Service.  
National Service Temporary Acting Probationary Sub-Lieutenants (E.) (L.).  
New Entries (Instructor Officers, Surgeon Lieutenants).  
Foreign Officers (one week only).  
Now that the eighteen-year-old

Dartmouth entry training scheme has come into operation, officers who join the college will be taught the Divisional Course syllabus during their two years at Dartmouth. This does not mean that there is no longer a requirement for the Officers' Divisional Course at Portsmouth, because the Dartmouth entry scheme will only affect the Acting Sub-Lieutenants R.N. The remainder will continue to undergo the Divisional Course at Portsmouth.

The course, which is deliberately kept short, is of two weeks duration. Detail is not taught, but emphasis is placed on books in everyday current use, and where to look for information. Three standard courses of instruction have been established to cater for:—

1. Officers with previous limited experience.
2. Acting Branch Officers.
3. New Entries.

The subject matter is virtually the same, the more advanced lectures being given to those with previous experience.

Another important aspect of the course is that it is designed to give to the brand new naval officer an introduction to the Navy in general, and to the wardroom in particular. Thus all officers about to enter the wardroom for the first time in their careers are shown not only how to take their place in Naval Mess life, but are made to realise their obligations as members of a mess. This includes the correct method of wearing uniform, and the high standard of appearance required.

With regards to the refresher course for senior officers, it is of two days' duration, and is designed to bring an officer up to date on rules and regulations concerning all aspects of divisional matters. It is usual for Commanding and Executive Officers designate to take the refresher course before joining their ships or establishments, but officers of any branch are welcome.

The average number of officers who pass through the Divisional Course is 1,150 per year. Because of the numbers involved it is advisable to apply for a course early, as it is not always possible to accept every applicant on the date chosen. Further details of dates of courses are published in current A.F.Os.

A.S.T.

"trickle" of one every six months. A small roster has recently been formed for advancement to the petty officer rate; whether it grows or runs dry again depends on the numbers passing this year, but ratings wishing to take advantage of the favourable conditions should make efforts to qualify as soon as possible. The rate of advancement to the leading rate is very similar to that for Leading Stores Assistants (V), the waiting period being about four years in the "able" rate (without any red recommendations).

**Cook (S).**—Advancement to the chief and petty officer rating will be in vacancies in 1956. At the moment estimated vacancies for chief are eleven and for petty officer nineteen, but these are provisional figures only. The roster for Leading Cook (S) is still dry and advancement is immediate for those who are fully qualified and recommended.

**Cooks (O).**—Advancement to the chief rating is at present in vacancies, estimated at five for 1956; this branch is the smallest of the Supply Secretariat branches. The roster for advancement to Leading Cook (O) is small and the prospects of advancement very good. Advancement to Petty Officer Cook (O) is not so good; because of a fairly large reduction in numbers required there is an overbearing of seventeen, and advancement will be by trickle at the rate of two every six months until this overbearing is eliminated by releases, etc.

**Steward.**—If all goes well there should be at least six vacancies for chief petty officer in 1956. The roster for petty officer is very small and any rating who passes this year stands a good chance of being advanced either this year or early next year. The roster for leading rate has just about run dry and there are plenty of vacancies in 1956.

Before passing on to the other branches, a word or two about advancement to Leading Cook (S), Leading Cook (O) and Leading Steward. E.T.I is sometimes a hurdle, but it is worth an effort to pass as soon as possible—for young ratings the sooner this examination is passed the better. Some Commanding Officers are prepared to recommend Admiralty to waive E.T.I in the case of ratings who have made a sustained but un-

successful effort to pass, and are otherwise highly recommended for the leading rate. Mention must also be made here that six months ship service, either in a seagoing ship or in the Reserve Fleet, is necessary before becoming eligible to be placed on the roster. It is advisable to look ahead and to obtain the seagoing qualification before passing for advancement. Volunteers for sea service to qualify for advancement always receive sympathetic consideration. Whilst on the subject of sea service, Leading Stores Assistants should bear in mind that they also require six months ship service for advancement to the petty officer rate.

### Sick Berth Branch

The roster for advancement to the chief rating is slightly overborne, but five advancements to that will probably be made during this year. Advancement to the petty officer and leading rates will continue in vacancies.

### Regulating Branch

For 1956, advancement to Master-at-Arms and Regulating Petty Officer will continue by trickle of two and four respectively, every six months.

### Shipwright Branch

Four advancements to Chief Shipwright will probably be made in 1956.

### Ordnance Branch

The roster for advancement to Chief Ordnance Artificer is still dry and advancement to that rate will be immediate on becoming fully qualified and recommended.

### Sailmaker Branch

The Admiralty recently instituted trickle advancement for Chief Sailmakers and Sailmakers. As a result of this trickle one advancement will be made to Chief Sailmaker during 1956. The rosters for Sailmaker and Sailmakers Mate are dry and advancement is immediate on becoming fully qualified and recommended.

### Artisan Branches

A trickle advancement has also recently been instituted for advancement to the chief rate in all the artisan branches. The following advancements will be made in 1956:

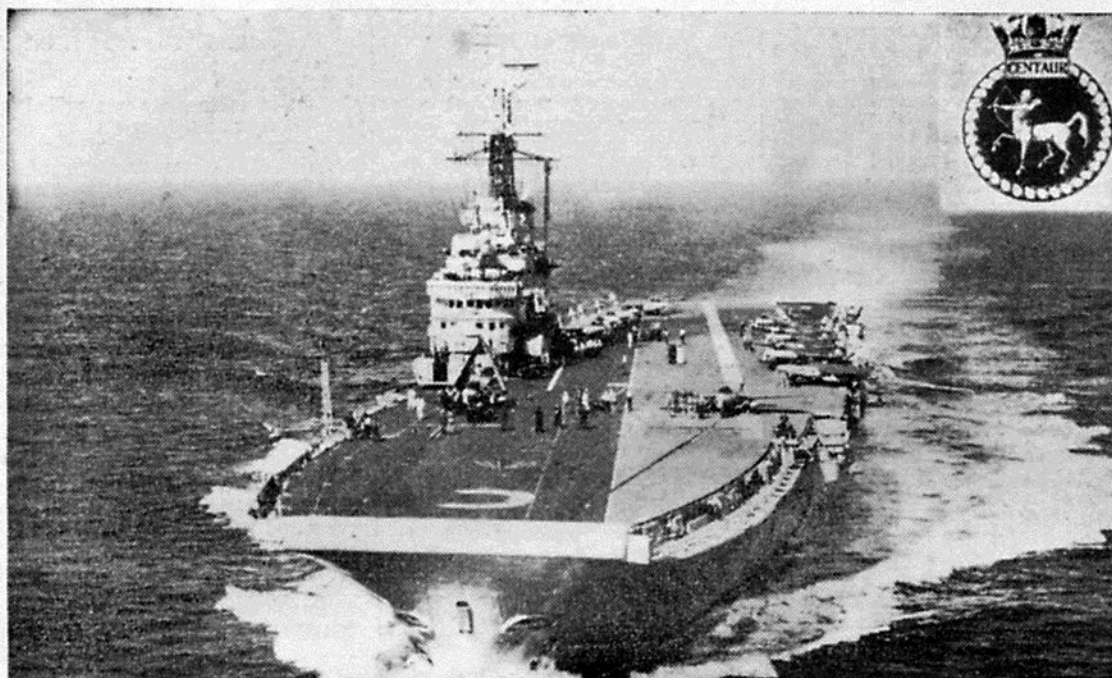
One to Chief Blacksmith and Chief Painter.

One advancement to Chief Joiner and Chief Plumber has already been made in January, 1956.



# SHIPS OF THE ROYAL NAVY

## No. 5. H.M.S. CENTAUR



### Previous Ships of the Same Name

1, 504 tons vessel, launched June 11, 1746.

2, 1,739 tons vessel (74 guns), was the French Centaur (74) taken in Boscawen's action off Lagos, August 18, 1759.

Foundered in a hurricane on passage home from Jamaica, September, 1782. Only Capt. Inglefield and 11 others were saved.

3, 1,842 tons (74 guns), built at Woolwich, launched, March 14, 1797. Broken up at Plymouth in 1819.

4, Paddle Wheel Steam Frigate, built at Portsmouth, launched, October 6, 1845. Broken up at Devonport in 1864.

5, Light cruiser, 3,750 tons, built on the Tyne by Armstrong Whitworth & Co., Ltd. Launched January 6, 1916. Completed, August, 1916.

Upon her being succeeded by the Cairo in 1932 as Commodore D's ship in the Home Fleet, *The Times* (July 26, 1932) stated:—

"The Centaur has attained the age limit of 16 years, and is to be prepared for sale. She ends her career, as she started, with destroyers, for on her first commissioning in 1916 by Capt. (now Vice-Admiral) Barry Domville she joined the Harwich Force and became flagship of Admiral Sir Reginald Tyrwhith, who commanded the flotillas there throughout the war. In 1919-20 she flew the broad pendant of Commodore M. Fitzmaurice in the Mediterranean, Aegean and Black Sea; and in 1920-23 was in the Third Cruiser Squadron, Mediterranean, part of the time as flagship of Admirals Sir George Hope and Sir Reginald Tyrwhith. Among her captains have been W. de M. Egerton,

Henry Kitson, W. F. French and C. D. Burke; and since April, 1925, she has flown the broad pendants of Commodores Colin Maclean, W. de M. Egerton, R. C. Dalglish and E. O. B. S. Osborne. It is also worthy of record that the King of Sweden, at Stockholm in 1930, and the King of Denmark at Aarhus in 1931 and 1932, both hoisted their flags as Honorary Admirals in H.M. Fleet on board the Centaur."

Transferred to Sale List in October, 1932.

### Present Centaur

The present Centaur is a light fleet aircraft carrier of 18,300 tons, built at Belfast by Messrs. Harland and Wolff. Launched by H.R.H. The Duchess of Kent, April 22, 1947.

The ship has an extreme length of 737 feet (650 feet between perpendiculars) and a beam of 90 feet. The extreme breadth is 120 feet 6 inches.

The complement of the ship numbers approximately 80 officers and 950 ratings, exclusive of the Squadron personnel, which varies according to the number and type of aircraft embarked, but is normally between 50 and 60 officers and between 250 and 300 ratings.

The Centaur is one of the first warships of its size to be completely fitted with canvas bunks for all ratings. These bunks are portable and can be stowed during the day, so that the bunk spaces, which are provided with nesting tables and chairs, may be used for recreational purposes.

The living quarters have been arranged on the system which exists in H.M.S. Vanguard, with large dining halls close to the galleys, and

with mess decks equipped with tubular steel furniture. Many of the living compartments are fitted with air conditioned ventilation so that the temperature can be maintained at a congenial level in any climate. The catering arrangements are highly mechanised and cooking is mainly by electricity.

### Electrical Installation

It is estimated that some 250 miles of cables are installed in the Centaur, and that the shipbuilders were required to make approximately a quarter of a million electrical connections to complete installation.

Peak demands for electricity are met by the generating plant which has a total output of 3,200 kws.

There are more than 700 electric motors in the ship. These range in size from large 100 h.p. motors for aircraft lifts down to fractional h.p. motors for a variety of services such as potato peelers, drinking water coolers, photo printing, paint mixing, collar ironing and ice cream making.

The sound reproduction equipment fitted serves some 70 mess spaces, etc. Two large portable cabinet type loudspeakers are provided for use on the flight deck and in the hangar. The system provides for gramophone recitals, ship studio broadcasts and also outside broadcasts with a choice of two programmes at each loudspeaker.

Approximately 8,000 lighting points are installed, 2,500 of which are fitted with twin lamp fluorescent fittings.

### Motto

Motto: *Celeriter ferox* (Swiftly fierce).

## ROYAL MARINES COMMENDED BY SENIOR CYPRUS JUDGE

THE ATTORNEY-GENERAL'S Office in Nicosia has officially drawn the attention of Lieutenant-Colonel T. M. Gray, D.S.O., M.C., Commanding Officer of 40 Commando, Royal Marines, to the commendation of three Royal Marines by Mr. Justice Shaw, Senior Puisne Judge in Cyprus, at a Special Court in Nicosia, for their part in arresting a man subsequently convicted of attempted murder, and sentenced to imprisonment for life.

"At the conclusion of the case," Colonel Gray has been informed, "the Hon. Mr. Justice Shaw called before him three Marines, now serving under your command, and addressed them with regard to the splendid example of courage and devotion to duty displayed by them in bringing about the arrest of the accused."

The men concerned were Sgt. Howard James (aged 27 years), whose home was formerly in Birmingham, M. A. J. Coughtrey (aged 19), of Collin Street, Hemel Hempstead, Herts, and M. K. J. Goodey (aged 18), of Ambrey Cottage, Lower Wardington, Banbury, Oxon. Sgt. James's wife is now living in Malta.

In the course of his judgment to the court, His Lordship said that Sgt. James and M. Coughtrey were under fire in a yard, but stood their

ground although only Sgt. James was armed.

M. Coughtrey was the first to go into a darkened kitchen (to effect the arrest), well aware that he was taking his life in his hands as he went through the door.

"... I would like it to be put on record that in my judgment M. Coughtrey played a most gallant part in going into the kitchen. He was closely followed by Goodey, who might also have been killed," stated Mr. Justice Shaw.

## SHIPS OF THE ROYAL NAVY No. 5—H.M.S. CENTAUR

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Rank or rating .....

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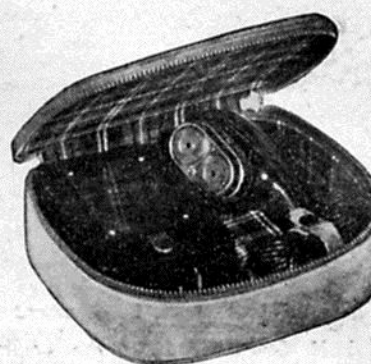
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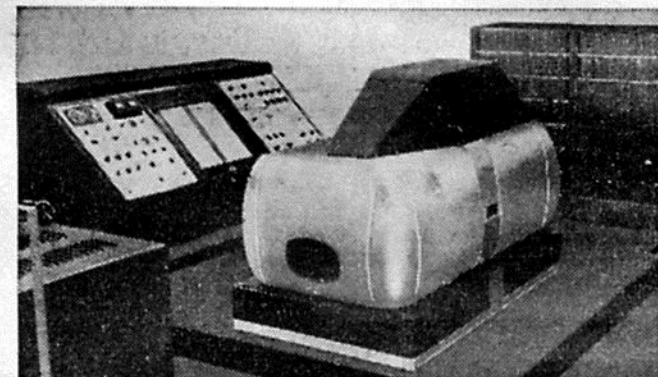
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# W.R.N.S. NOTES . . .



W.R.N.S. Unit, H.M.S. Excellent

## H.M.S. Victory

A WARM welcome is extended to First Officer M. L. Sturdee, W.R.N.S., who has relieved First Officer Foster-Hall. We hope that her stay here will be a very happy one.

The W.R.N.S. of H.M.S. Victory are delighted to hear that Chief Wren Bounphrey has announced her engagement to Master-at-Arms F. D. Robinson, and wish her every happiness in the future.

## H.M.S. Vernon

A party was held in the Wardroom of H.M.S. Vernon, on January 4, for the Naval Officers' children. Slides, roundabouts, swings, a Father Neptune's Cave, and "Pirates" were some of the many attractions. For the "under-fives" the Wardroom annexe was gaily decorated, and small swings, tricycles, and a roundabout were in great demand. About forty-two children, some with their mothers, attended. After tea, the children watched Cdr. Paish "cut" a giant Christmas pudding—Father Christmas came out, and gave them all presents; and the children left at about five o'clock.

## H.M.S. Excellent

Second Officer Warrior, W.R.N.S., is being relieved by Second Officer

E. H. Scott, W.R.N.S., who comes from Lee-on-Solent, where she has been Command W.R.N.S. Education Officer. It is hoped that she will be very happy in her new appointment.

After many changes in the Island since she joined in April, 1951, Second Officer Warrior has been a "Barrack Stanchion" in the highest sense of the words. The W.R.N.S. Unit of H.M.S. Excellent would like to pay a personal tribute to Second Officer Warrior in extending to her their sincere appreciation of all that she has done there—particularly for all the time she has given in working for the W.R.N.S. Benevolent Trust; and they wish her, after such a well-fulfilled job in the Island, every success and happiness for her vacation in Canada, and her life as a civilian.

On Thursday, January 5, Second Officer Warrior and L./Wren J. Edwards attended the very enjoyable annual Christmas Party at the Royal Naval and Royal Marines Children's Home, "Hopfields."

Excellent announces that the W.R.N.S. galley will have undergone a complete transformation in about two months' time, as it is now in process of being completely rebuilt and

modernised. (Thoughts of "Ideal Home"!)

## Royal Marine Barracks

The W.R.N.S. of R.M. Barracks will be very sorry indeed to say goodbye to Second Officer O. E. Archer, W.R.N.S., who is leaving at the end of January to take up her appointment at W.R.N.S. H.Q. Second Officer Archer has been Officer-in-Charge, W.R.N.S. Unit at R.M.B. since July, 1954. She is well-known as a Command Tennis and Badminton player, and the loss will be keenly felt by the Command.

As Second Officer Archer's relief, we welcome Third Officer M. E. Prior, W.R.N.S., who is coming from Chatham, where she has been Command W.R.N.S. Education Officer.

## W.R.N.S. at Portland

For the first time since the war, W.R.N.S. are again serving in H.M.S. Osprey. Two L./Wrens and nine Wrens, who are members of the Tactical School at H.M.S. Vernon, moved to Portland in December, during the reconstruction of the school. Rumours have reached Portsmouth of the gay social life they are enjoying.

# Friendly Wives

## NORTH END BRANCH

THE CHILDREN'S Party, an annual event, was held this year on January 3 in Fisher Hall, Whale Island.

The children arrived at 3 p.m. and embarked on games and races organised by C.P.O. Littlewood, who very kindly acted as M.C. for the afternoon. Tea was served in the gaily decorated gym, and this was followed by a film show. At 5 p.m., while the children were singing "Jingle Bells" in the dark, Father Christmas (C.P.O. McCann) made his eagerly expected appearance, and the lights went up and he distributed presents to all the children before they went home.

We were delighted to welcome to the party Capt. and Mrs. R. Casement. This was Mrs. Casement's first appearance as our new Chairman—though she is no stranger to many of us as she was a very keen and active member of our Branch a few years ago when Capt. Casement was serving at Whale Island as Commander—and we are very happy to have her as our new Chairman.

We hope that 1956 will be a very happy and successful year both for the Branch and all its members—and that many new members will join. Meetings are held on the first Tuesday of each month at Fisher Hall, Whale Island, 2 p.m. to 4 p.m.

For particulars apply to the Hon. Secretary, Mrs. Hussey, 45A Festing Road, Southsea. Tel. 33312.

## H.M.S. VERNON BRANCH

THE FIRST general meeting for 1956 was held in the Wardroom Annexe, H.M.S. Vernon, on Wednesday, January 11, at 2.15 p.m. Mrs. J. Grant, Chairman, presided.

After welcoming several new members, Mrs. Grant introduced Mrs. Thistleton-Smith, a former Chairman of the Chatham Branch R.N.F.U.S.W., who had accompanied her husband, Rear-Admiral G. M. Thistleton-Smith, on the recent goodwill visit paid by the Home Fleet to Leningrad.

Mrs. Thistleton-Smith, an accom-

plished speaker, gave a most interesting and amusing account of her experiences behind the Iron Curtain, and her talk seemed all too short. A vote of thanks was proposed by Mrs. Brooks.

The talk was followed by an amusing film entitled "The Prize is Paris," made with a private cine-camera in H.M.S. Vernon in 1934!

A set of table mats was raffled by Mrs. Brewer and won by Mrs. Middleton.

Mrs. Walmsley was in charge of the Sales Table and the children were well looked after in the Guest Room by Mrs. Blackwell.

## Future Events

Sewing meetings will be held on February 1 and February 15 in the Wardroom Annexe at 2.15 p.m.

The general meeting will be held on February 8 in the Wardroom Annexe at 2.15 p.m. This will consist of a Ballroom Dancing Exhibition followed by a Social Afternoon.

## New Members

All wives whose husbands have served in H.M.S. Vernon for any period and who are still serving in the Navy are eligible for membership of this Branch, and will be very welcome at any meeting.

## GOSPORT AND FAREHAM BRANCH

WE HAD a very good attendance at our meeting on January 5 and were delighted to welcome our new president, Mrs. Woods, wife of Rear-Admiral W. J. Woods (Admiral commanding Submarines). We were entertained by Miss Steven's Children's Dancing Troupe, which we all very much enjoyed. On Friday, January 20, we held our annual Dance and Social Evening which was a huge success.

Our next meeting is on Thursday, February 2, at 2.30 p.m. at the Sloane Stanley Hall, Crossways, Gosport. We are always delighted to welcome new members.

# KEEPING PACE

By Dr. Sydney M. Berry, M.A., Secretary of Congregational Union of England and Wales

THERE IS an old saying that the pace of a fleet is that of its slowest vessel, and there is a great truth in it. As long as ships are going to keep together it isn't the vessel with the greatest turn of speed which sets the pace, but the lumbering fellow who is always lagging behind, and who could do with a complete refit if he were worth the expense.

## Held Back?

Isn't it a bit like that in our own lives together as men in the nation, and in the world? Aren't we held back in every field of life by the slow fellows? Some of them won't think at all, and others just echo what someone else says. It is often said when a new idea is mentioned, "Oh, that's no good. Human nature won't stand for that. It's too far above their reach." A good many new ideas have come to nothing because the vessel of human nature was too slow or perhaps too lazy to rise to the occasion.

Must things always be like that?

Isn't there any way in which we can get a move on?

On the scientific and technical side we have certainly got the move on. There isn't a shadow of a doubt about that. But although that is important, it is not the most important thing. It is fine that we can travel to the other side of the world in about twenty-four hours flying time, but whether it makes real progress depends upon what we are going to do when we get there. All very well that the world should be brought into our homes by television and radio, but not quite as fine as we think unless there is something worth seeing and hearing.

## Keep Pace

It is men themselves who must keep pace with all these wonderful new discoveries and powers. Wouldn't it be a tragic thing if man himself proved to be the slowest vessel, holding everything back because his spirit isn't up to the standard of his equipment? That is a terrible possibility in these days, because unless we our-

selves can use the powers we possess for our own and others' good, all the discoveries may prove to be curses rather than blessings.

That is a question which comes home to each of us, for unless we make a move to a higher kind of life, nothing will happen. There is no gadget which can rid the world of its hatreds and suspicions, its greed and cruelty. That depends upon us and men like us.

## Will You be One of Them?

The Great Teacher put a question long ago which is still the greatest of all questions in the world today. "What shall it profit man if he gain the whole world and lose his own soul?" That is the touchstone of all our hopes. No good at all if the discoverers place the whole world at our feet unless our souls are alive and alert to what God is showing us and saying to us. We must be viewers and listeners in, in that larger sense if we want really to help. Will you be one of them?

# Seamanship Without Tears

SEAMANSHIP WITHOUT TEARS. The following are questions, and the actual answers given by candidates in a recent Combined Cadet Force Seamanship Paper:—

Q. What is the meaning of the expression "Check Sheets"?

A. Look at the boat to see that the stern sheets are present.

Q. What is meant by "A trick at the wheel"?

A. When the O.O.W. tells you to do something and you do something else, e.g., put the wheel to port instead of starboard.

Q. What is the meaning of "Hold water"?

A. Make sure that the plug is in the boat.

Q. Two steam vessels are approaching each other head on. What avoiding action should each take, and what sound signal, if any, should they make?

A. Both turn to starboard. No signal is necessary, but if one has to be made (*sic*) it would be two short blasts.

# THE ANNUAL GENERAL MEETING OF THE PORTSMOUTH COMMAND COMMITTEE OF THE W.R.N.S. BENEVOLENT TRUST

will be held in the

DUCHESS OF KENT BARRACKS

on

WEDNESDAY, 29th FEBRUARY, 1956

under the Chairmanship of the Commander-in-Chief, Portsmouth

ADMIRAL OF THE FLEET SIR GEORGE E. CREASY, G.C.B., C.B.E., D.S.O., M.V.O.

The Speaker will be:—

DAME MARY LLOYD, D.B.E., Director, W.R.N.S., (Retd.)

All ex-W.R.N.S. Officers and Wrens are cordially invited to attend

# Chatham Ropery Makes Special Ropes to Re-Rig H.M.S. Victory

TO THE Ropery at H.M. Dockyard, Chatham, where the Victory was built and launched, has gone the order for the special rope needed to replace her rigging at Portsmouth. Work has already been started on giving Nelson's last flagship her most extensive re-rigging since 1946, and it is expected that it will be completed in time for Portsmouth "Navy Days" in August of this year.

The rope to be used will be made in the same long timber-built rope walks at Chatham as that required in refitting the Victory five years before Trafalgar after she had been used as a prison hospital ship in the River Medway in the closing years of the eighteenth century.

The work for the Ropery, now the only Admiralty rope-making establishment, includes the manufacture of rarely laid shroud-line and cable-

shroud ropes. It will be supervised by 59-years-old Mr. W. J. Blackler, foreman of the Ropery, with some forty-five years' experience as a ropemaker, who was employed in making the rigging for the Victory before she was opened to the public at Portsmouth in September, 1927, when the making of cable-shroud ropes was an almost forgotten art in Naval dockyards.

The present Ropery at Chatham dates from 1785, although an earlier building was in existence before that date, and meets the needs of Naval ships and establishments in all parts of the world. The method of making rope has gone almost unchanged since the days of Nelson, except that women are now employed in some of the operations and machines spread and draw the raw hemp, a task carried out by hand by men a century and a half ago.

# Record Review

THE NEW YEAR produced many an interesting recording, particularly in association with the bicentenary of the birth of Mozart. Many of his more familiar works have received new recordings but I would draw your attention to two beautiful, yet rarely heard, works written for the church. Professor Anthony Lewis conducts the Boyd Neel Orchestra and the St. Anthony Singers in well balanced recordings with performances of care and appreciation. Both works are Litanies; the "Litaniae de Venerabilis Altaris" in E flat (K.243) includes extra wind parts and is a marked advance upon the earlier "Litaniae Lauretanae" in D (K.195). Jennifer Vyryan, Nancy Evans, William Herbert and George James are the soloists and the catalogue numbers are: Oiseau-Lyre O.L. 50086 and 50085 respectively.

Two thrilling performances of Rossini overtures will give enjoyment to many and offer good omen for the release, by Decca, in the near future of more of these happy operatic preludes. The Overtures to "The Barber of Seville" and "The Italian Girl in Algiers" are played with zest and enthusiasm by the London Philharmonic Orchestra, conducted by Georg Solti (L.W. 5207).

Raphael Kubelik, the distinguished Czechoslovakian conductor, with the

Vienna Philharmonic Orchestra, have recorded a playing complete set of the Slavonic Dances of Dvorak. Although many will find faults with points in one or two dances, this makes an excellent set and I only wish I could recommend the performance of the overture to "Romeo and Juliet" by Tchaikovsky, which occupies the fourth side. However, the Dvorak is, I think, worth the money (Decca LXT 5079-80).

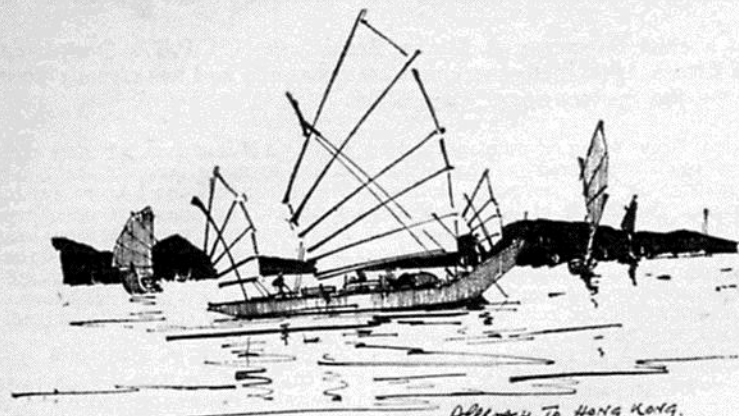
Let our Royal Marine bands listen to the music written for the bands of Louis XIV. Here (Telefunken TWV 91092) is a recording of extreme interest, played by the Collegium Musicum de Paris, of the military music of the late 17th century, including marches, fanfares and music for timpani by Couperin, Lully, Philidor, Mouret and Lalande.

The dance band drummers might do well to listen to the "Concert Arts Percussionists" from America performing (!) a "Concert for Percussion" by Milhand and a "Toccata for Percussion" by Chavez. The former work is worth more, musically but cannot compare with the third work, recorded on Capitol CTL 7094, Bertok's "Music for Strings, Percussion and Celesta"—this played by the Los Angeles Chamber Orchestra, conducted by Byrnes.

G.M.M.



## TRAMPS ABROAD



Approach To Hong Kong.

"Mis-ter Dea-kins!" How often from the bridge have I heard that angry megaphoned roar when entering the harbour of Hong Kong, which with the possible exception of one's Home Port after a two years' commission, can be considered the most beautiful in the world!

And just as often, have I hurriedly pushed my sketching pad down the V of my tropical shirt and hurriedly taken my place for "Stations for entering harbour" neatly sized between the Medical Officer and the Major R.M.

Days at sea with all the time in the world and then to be frozen into rigid immobility, pencil twisting and turning in impatient fingers as scene after scene of intrinsic beauty pass before one's eyes.

Messdeck "dodgers" Boatwain and Gunners Parties, Hold Party, messengers who normally find their duties too important for such an occasion, yet all these cause the Commander to be impressed at his sudden increase in complement when Hong Kong is reached.

How contented must be the Keeper of Raglan Lighthouse! It stands on a little island at the entrance to the channel leading to Hong Kong harbour, and through the lovely inlet sheltered by green hills pass hundreds of Chinese junks, the most beautiful handiwork of man.

Hong Kong is a British Colony and is situated on the South East coast of China, 100 miles south of the Tropic of Cancer. Its area is just

over half that of Greater London, a mere dot in the vast expanse of China, but a most important dot.

With the present Asiatic trend of "Down with Colonialism" let us trust that the trade and information which passes through to the Chinese Communist Government will compel them not to try any funny business.

The settlement was founded by British refugees from Canton in 1841 and ceded to Britain the following year by the Treaty of Nanking which ended the Opium War.

The small peninsula of Kowloon which commands the harbour anchorage, was ceded in 1860 and the hilly stretch of country between the town and the border of China, known as the "New Territories" was acquired on a 99 years' lease in 1899.

### Gallant Resistance

Owing to the Washington Treaty of 1921-22, the town was very little fortified, and despite the gallant resistance of the local garrison and volunteers, it was easily captured by the Japanese on Christmas Day, 1941, and occupied by them until August 15th, 1945.

Hong Kong is administered by a Governor who is responsible to the Secretary of State for the Colonies in England.

It is said that "Hong Kong is the Port and the Port Hong Kong." More ships enter this beautiful harbour annually than any other port in the world.

The climate is sub-tropical and of a monsoonal type. The port lies in

the typhoonal path and averages 25 typhoons yearly. It was in September, 1937, that the port suffered its great blow by storm damage, when 28 large ocean going steamers were stranded, 1,250 junks were sunk and 11,000 people were drowned.

Countless impressions cross my mind as I type this article. . . . Of a sampan propelled by half dozen Chinese girls in black silk trousers and coloured pyjama coats, with our own ship's name embroidered on a green flag fluttering on its bow, very dainty and dignified but very able, offering and giving their assistance to the protesting cable officer as the ship moved to moorings.

Sampans and more sampans, the harbour alive with them, sampans spewed from the shore in all directions, and in no time, sampans clustered round every inch of the ship's side. Papa sits on the overhanging stern, a long oar thrust beneath a chicken coop, Mama with babe on back (quite contented) propels a heavy looking oar from forward, and amidst a conglomeration of babies and aged folk; animals and birds; pots and pans; baskets; nets and sails; the complete home (and no rates or taxes).

### Overcrowded City

Topping the mist covered hills, modern houses and hotels; homes for those who can afford them; buildings taking shape inside a webbing of crazy bamboo scaffolding on every available flat surface; homes and shops and business premises for the two and a quarter million people . . . two and a quarter thousand thousand people! People everywhere! Overcrowded buses, trams, shops, houses, ferries, pavements, roads, and a densely packed waterfront of four storied tenement houses, sampans and junks dominated by two skyscrapers, the Hong Kong and Shanghai Bank and the Bank of China, symbolising the mainstay of Hong Kong commerce. Prosperity and squalor hand in hand.

Hong Kong owes its prosperity to free trade, its strategic location and its political security. Of its two and a quarter million population 98 per cent are Chinese.

With the dollar at 1s. 3d. compared to the Singapore dollar of 2s. 4d. one can really pile up the "rabbits." The shops are crammed with silks and satins and merchandise of every description, and every street is cram-

## LAUNCHING OF NEW TUG

### H.M. Tug Confident

H.M. Tug Confident was launched at the shipyard of Messrs. A. J. Inglis Ltd., Glasgow, on Tuesday, January 17, 1956, at 2 p.m.

The ceremony was performed by Mrs. Denis Rebbeck, wife of a director of the company, and the religious service was conducted by the Reverend David Mitchell, M.A., Minister of East Parish Church, Greenock.

H.M. Tug Confident is the second of a new class of twin-screw diesel-driven tugs built for H.M. Dockyards. The first, H.M. Tug Confiance, was launched in November, 1955. Accommodation is provided for a company of seven officers, twenty-two crew and a salvage party of one officer and eight men.

The length overall is 154 ft. 9 ins., and displacement (loaded) 760 tons.

med with shops. One can order a sandalwood chest and sit at leisure in a dark musty cellar watching it being carved by an impassive craftsman, chiselling away for hours in the dim light.

Then taking the bus to Aberdeen, a small fishing village over the hill, you will be jolted into an appetite, and you'll probably have a couple of charming Chinese children on each knee. But it's fun, the people think it is fun, and it is these funny things which make the sailor the country's best ambassador. And so to Aberdeen. A short trip by sampan for a few cents (unless you allow yourself to become sentimental over the dove-like eyes of the pyjama clad crew and then it will cost a dollar) to the floating restaurant called Yue Lee Tai (Peaceful Fish Profit), there in large glass tanks are fish of every variety, swimming freely. Take your choice; watch it being caught and cleaned; then sip tea whilst the fish is being cooked and marvel at the speed with which the locals manipulate the Mah Jong pieces at the adjoining tables.

Should you have sufficient energy, then walk back to town, and wonder at the beauty of the bays and inlets with the reflection of masts and sails on the silky water. Perhaps then the ferry to Kowloon (a ferry service which would put the Portsea and Gosport service to shame) for an evening's entertainment at theatre or night club, but better still a trip to the top of Hong Kong Peak to see the million and one lights spread out like a fairyland beneath, of the town and of Kowloon across the crowded harbour.

By day or night, Hong Kong is a fairyland.

You may see Naples and die, but to see Hong Kong, who would wish to die?

## HOME FLEET EXERCISES & CRUISE

THE HOME Fleet sailed from home ports towards the end of the month for its spring exercises and cruise programme.

On January 16 units under the command of the Flag Officer, Flotillas (Rear-Admiral R. G. Onslow, C.B., D.S.O. and three Bars), assembled at Portland to test and tune equipment and shake down before sailing on January 20 in company with two aircraft carriers of the Training Squadron—H.M.S. Theseus and H.M.S. Ocean.

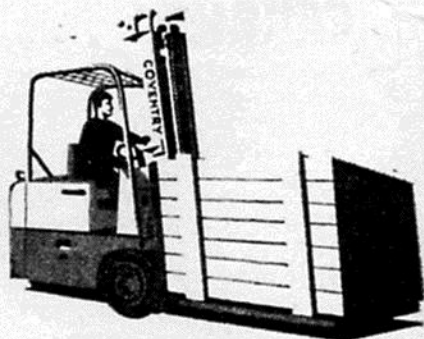
On January 19, the new Commander-in-Chief, Home Fleet (Admiral Sir John Eccles, K.C.B., K.C.V.O., C.B.E.), in H.M.S. Tyne, sailed from Portsmouth direct for Gibraltar, where the Fleet will be based until towards the end of March.

Ships of the Training Squadron, together with H.M.S. Duchess and H.M.S. Diamond, were detached from the force proceeding under the Flag Officer, Flotillas, on January 25 to visit ports in Northern Spain, while the remainder of this force proceeded to join H.M.S. Tyne at Gibraltar.

Harbour drills will take place at Gibraltar and ships will proceed to visit further foreign ports and to take part in exercises. Ships of both the Home and Mediterranean Fleets will take part in combined exercises in the Mediterranean in March, beginning on March 5. Ships taking part will include the aircraft carrier Ark Royal, several Daring class ships, destroyers and frigates.

Ships of the Home Fleet will return to their home ports by the end of March.

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Have YOU a personal problem...?

## ASK JOHN ENGLISH

### Victory Housing Estate

I AM in possession of a house on the Victory Estate but I shall be leaving the Navy in two years' time and am rather worried as to what happens when I do. Can I be given notice to quit immediately, or do I have to be found alternative accommodation. Since I have lived there all the people who have left have gone to houses on other estates. I have been on a housing list in London for eight years but as it seems unlikely that I will get a house in London yet, should I put my name on Portsmouth's housing list. I will close hoping for an early reply.

**Answer:** In reply to your query regarding your tenancy of a house on the "Victory" estate, I understand that when you took over the tenancy it was made clear to you that you would be expected to find other accommodation when you leave the Service.

The Society will allow you three months from when your time in the Royal Navy expires to find other accommodation.

You can enter your name on the local Council list at any time, or your wife could call at the office in Clarence Parade. You should read A.F.O. 2066/53 which explains the position of Service personnel on council lists.

### Reservist Pay

I DON'T know if this should be addressed to John English or not. But I would like to know the reason why a private in the Army gets as much reserve pay as a P.O. in the R.N.

**Answer:** Your query about comparative rates of pay in the Army and Fleet reserves is outside the scope of this column. It is pointed out that remuneration in the R.F.R. and R.N.V.R. is not the same, and it appears that the different conditions of service in the Army and Fleet reserves must account for many differences in rates of pay. I am, however, not able to answer questions about pay and conditions of Army reservists.

### Purchase of Discharge

SEEING YOUR reply to a letter in NAVY NEWS about the purchase of

discharge from the R.F.R., I would like to know how I can (if possible) purchase discharge from the R.N.

I signed on for a continual service engagement of ten years, of which I have completed a year. Before I joined up I was an engineering draughtsman (trained). I was earning much more than I receive now, and I have a grammar school education. The problem of how much it would cost does not bother me, as I would pay £200 to get outside again; my father owns his own business and his income is about £1,500 a year. Please advise me as I do not want to do anything rash. Hope to hear from you in the near future.

**Answer:** In reply to your letter of January 8, 1956, the present arrangement for ratings to purchase discharge require men to have completed three years' service before becoming eligible. I am afraid that you will have to continue to serve for another two years and I do hope you will be able to accept this and to try and make the best of things. It is surely no worse than your National Service time would be. Your Divisional Officer and the Chaplains are both available and ready to help you in every way possible.

The regulations on discharge by purchase are in Q.R. and A.I. Articles 0863 and 0865 as amplified by A.F.O. 676/54 and I advise you to ask your Divisional Officer to show you these orders.

You must appreciate that you have signed a legal contract with the Admiralty and the manning authorities must be able to rely on these engagements, and you will require a reason for purchasing your discharge. Your case will not be considered as one of "exceptional compassionate grounds" and I think you should try and find another job offering you better pay and prospects as a "good and substantial reason" for discharge.

The amount of purchase money required if your discharge is approved after you have completed three years' service would be £80.

I do strongly advise you to see your Divisional Officer or Chaplain, and please write again to me if there is anything more I can do.

## Submarine O.C.A.

### South East Kent Branch

THIS BRANCH meets quarterly on the second Monday of January, April, July and October at the Stag Hotel, The Strand, Walmer, at 7.45 p.m. All Submariners are welcome. The Annual Dinner of this branch, unlike that of most others, is open to the wives and sweethearts of members. This year the annual dinner will take place at Deal. Tickets (12s. 6d. each) are obtainable from the honorary secretary, Mr. M. T. Fowler, 31 Thornbridge Road, Deal, Kent. The secretary will be pleased to answer any queries from those who intend to seek membership.

### West Riding Branch

The committee meetings of this branch are held on the last Monday of every month at the Rose and Crown Hotel, Cleckheaton, Yorkshire, at 7.30 p.m. General meetings, for the benefit of members, are held at various places throughout the region (first Monday of every month at 7.30 p.m.), and notices of such meetings are circularised in good time. Intending members should write to the honorary secretary, Mr. R. G. S. Reade, 20 Rookwith Parade, Idle, Bradford.

## R.N. FILM CORPORATION

### Recent Release to the Fleet

**Small Town Girl** (Metro-Goldwyn Mayer).

**Trial** (Metro-Goldwyn Mayer).

**Remains To Be Seen** (Metro-Goldwyn Mayer).

**The Tender Trap** (Metro-Goldwyn Mayer).

**Simon and Laura** (J. Arthur Rank Film Distributors).

**The Desperate Hours** (Paramount).

**East of Eden** (Warner Bros.).

The delay in the publication of Navy News is very much regretted. It has been occasioned by a dispute in the printing trades.

# Reflections on Soviet Sport

John Disley, whose official post is chief instructor at Plas y Brenin, the C.C.P.R.'s Snowdonia National Recreation Centre, is the British 3,000 metres steeplechase champion and has recently been named "Sportsman of the Year" by the Sportswriters' Association.

AFTER THE 1952 Olympic Games, Chief Coach Geoff Dyson preached a sermon entitled "Lessons of Helsinki." It was a lecture he gave many times pointing out the reasons for Britain's fall off the gold standard. After last September's Britain versus U.S.S.R. match, he could well devise a sequel called "A Moscow prelude to Lessons of Melbourne!" For as the statistical history books show, Britain was well and truly vanquished by 220 points to 141 points, Russia taking twenty-four first places out of the thirty-one events.

The result was little different from what was expected in this meeting between the World's second athletic nation and the World's fourth power. Obviously, with Russia just beginning to tighten her hold on the men's events as she has done with the women's, medals of any colour are going to be at a premium in the 1956 Games. Even "King" America will be hustled along in the unofficial journalistic "point score ratings." Incidentally, the novel Russian procedure of bracketing men's and women's scores together is probably an attempt to establish a method of scoring which would be favourable to them in the event of a straight match with the U.S.A. What a meet this would be!

### A bad day

It is well known that a person's impression of a place can be made or marred by a single incident. So many of the British team, in fact forty-one of them, failed to beat the Russian second strings and had a bad day at the hands and feet of Vladimir Kuts, Nina Otkalenko and their red-vested friends, that they were glad to see the athletically shallower waters of Czechoslovakia, and the back of Dynamo Stadium and the Kremlin.

My impressions of Moscow and Soviet sport are not so dimmed by "unfortunate incidents"; in fact, an incident lasting 8 minutes 44.2 seconds made my trip!

A few were fortunate enough to enhance their reputations. Chataway ran his usual 4,700 metres and raced 300. Hewson did much the same, toying with the opposition until the last half-minute of the 1,500 metres. Jack Parker established himself as Europe's No. 1 over the high hurdles. Jean Scrivens produced an inspired finish to win the 200 metres and Thelma Hopkins gained our one and only field event win.

I was incredibly lucky, for with two listless seasons behind me, I suddenly found myself fifty yards faster than in Helsinki, 1952, for apparently no more reason than that I am a year older than last year. This improvement was enough to beat Vlasenko and also his listed World Record, and to make me an Honoured Master of Sport—British press version!

### Dynamo Stadium

Dynamo Stadium is an impressive place on a hot afternoon with 80,000 spectators seated around the very fast red cinder track. Lenin and Stalin watch the runners come into the back straight and the high banks of the terraces are topped with red flags. The proceedings from the initial parade of teams with its flower presentations and speeches to the final relays were outstanding in organisation.

tion. Event followed event with speed so bewildering that to the athletes waiting in the viewless dressing-rooms, the details of the match were lost—the only obvious fact was that we were receiving a beating even worse than in the pre-war match with Germany in Cologne. One by one, defeated athletes returned from the track impressed by the finishing speed and strength of the Soviet athletes.

### Reasons for failure

We were outclassed—of that there was no doubt. But why? Many reasons can be produced and were produced. First, that Russia is a nation of 180 million, Britain only 50 million. This is a reasonable assumption on the surface, but on reflection I doubt, because of the geographical size of Russia, whether Russian sport can reach as many prospective athletes as British physical education can. Secondly, that Russian coaches are better than British. This I think is untrue; of all the Soviet coaches I met, only one, Korokov, measured up to our National Coaches. The rest seemed to rely on the "hard work" theme alone. Thirdly, that training facilities are better in Russia. Here again I very much doubt it. Flying over Russia from Leningrad, there was no evidence of a track in every village, neither did the facilities in Moscow seem any better than in London. Remember, too, that winter snow restricts outdoor work for many events. Fourthly, that Russian athletes get more time to train. Here I think is part of the answer and more of this in a moment. Finally, I think that Geoff Elliott, the pole-vaulter, had a valid reason for our defeat. He said that the Russian athletes really put everything into their efforts, they gritted their teeth, swore to themselves and concentrated all their energies on a determination to win. "Our chaps," said Elliott, "just went through the motions!"

I wonder if years of preaching that, "the game's the thing," "be a good loser," and "the important thing is taking part and not winning," has not built up a psychological barrier to winning in British youth?

### The Russian Attitude

Granted that the facilities in Russia are about the same as ours, and the coaching not as good, why then did we do so badly? The main reason is without a doubt the Russian attitude to sport.

They regard their star performers in sport with the same reverence as they regard their prima ballerinas and leading sopranos. That is, as artists who not only entertain and inspire the public but increase national prestige abroad. Kuts breaking the 5,000 metre world record is as much a national asset as Olga Lepeschinskaya dancing in "Le lac des Cygnes," or Goar Gasparan singing Mozart's "Queen of the Night." All three are showing that the Soviet way of life produces great talent and allows it to develop.

We in this country may say and keep on saying that sport is recreation and not attached to politics in any way. And this is correct, as long as you stay out of international sport! Once committed to a programme of international matches, then, even if we

don't do it ourselves, we must expect others to make comparisons. I know this is true, because I know just how much our Embassies in other countries hope and pray that the visiting British team puts up a good performance, preferably winning. Because it will make a world of difference to their efforts to sell Britain abroad!

### The top of a pyramid

There may be little enough reason for linking success at sport with the rest of a nation's way of life. But there is a very close connection between international success at sport and a country's physical education programme. For a champion is not up in the air on his own. The star performer stands at the top of a pyramid, and the higher he stands, the greater the base of that pyramid must be. That is to say, the country that produces the most champions must be the country that gives an opportunity to the largest number of young people to compete in sport.

I believe that many British officials in sport see this problem as I do. The rest are probably using the "we play for fun" ploy in much the same way as the "poor food" excuse was used to explain our losses after the war.

### Crowd's technical appreciation

The Russians take their sport seriously. The technical appreciation of the Dynamo crowd for Krivonosov throwing the hammer over 200 feet was similar to the acclamation of the audience in the Bolshoi for a particularly difficult jump in the ballet. Failures such as a lapped runner were not clapped à la White City. Instead they were assailed by shrill whistles of disapproval, much the same as a theatre crowd greet a bad performance.

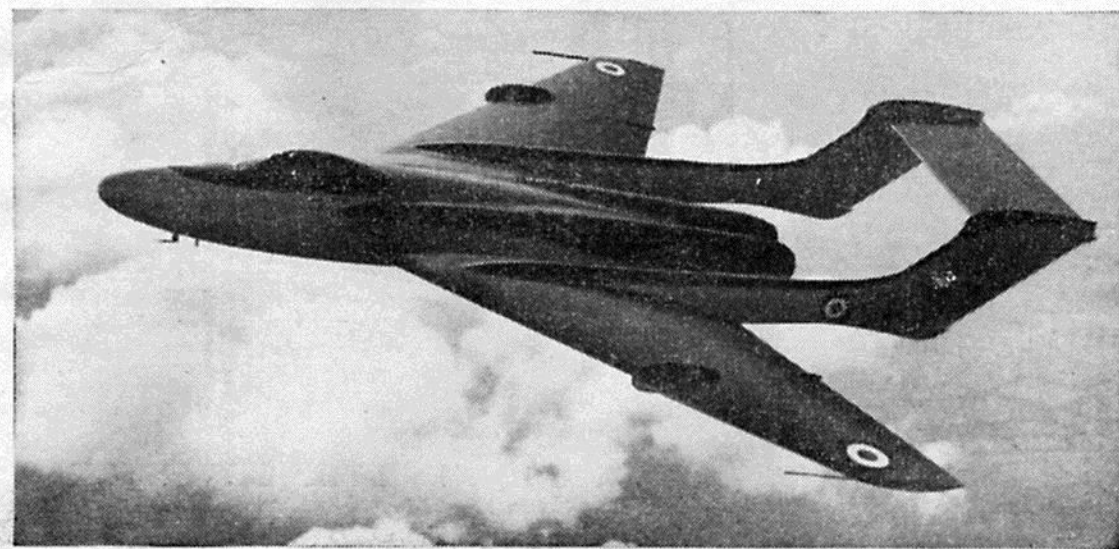
Soviet athletic officials, with no financial worries limiting their schemes or dictating their programmes, can arrange meetings when and where they like and provide training camps for their athletes. For instance, after the October Russian championships, all the likely prospects for next year were given the opportunity to compete in the Ukraine, where the weather was warm enough for athletics until late November. Also thirty of the top Soviet athletes spent the six weeks before Christmas in China. There they underwent intensive training in similar weather conditions to that expected next year in Australia.

How do the athletes get the time off to do all this preparation? Well, many of them are students either in Universities or factories. As the State is always the employer, it can afford to be generous in its interpretation of time off, and in its interpretation of work! A professional attitude? I wonder if it is any more morally professional than the American University system of "you break the record—we'll give you the degree"?

With this "nothing left to chance" attitude coupled with the Russian athletes' determination to do well, there is no doubt that the U.S.S.R. will dominate the U.S.A., Hungary and the rest of the world in sport in a few years' time.

We in this country can only stay in striking distance by adopting a more realistic attitude to our sport and to our sportsmen.

## TEETH FOR THE CARRIERS...



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## POST SERVICE CAREERS PRISON OFFICERS

IT IS a pity that this career is so little known to men seeking employment, for it is an attractive one to anyone who can combine sympathy and a desire to do good with some power to lead and control. Prison Officers have under their care all sorts of people who present all sorts of problems. Inevitably, the control and training of these people has its full share of difficulties and disappointments. There are moments when the Officer feels that his is a thankless task. But at other times he reaps a reward so rich as to be more than worth all the trials and failures. Times, for example, when some man responds gratefully to his help or advice, or when he gets news that some ex-prisoner, now in respectable employment, looks back thankfully to the counsel he gave when the man was serving his sentence.

Routine work has to be done, it is true. Locking and unlocking, supervising the meals, supervising work and exercise, and necessary attention to many details, occupy the working day fairly fully; but opportunities do occur for him to advise and help his prisoners or inmates. Moreover, "Example is even better than precept," and the conduct and bearing of an upright and unselfish officer is of itself a powerful influence which goes far to arouse the good instincts in the weak or foolish natures by which he is often surrounded.

Prisons today vary according to the type of prisoner being confined. There

are large prisons where each prisoner is locked away each night, and maximum security is maintained; there are others for prisoners especially selected for training, with dormitories and greater freedom from supervision, and there are open camps for the most reliable prisoners.

In Borstals the system of training is designed for boys between the ages of 16 and 21, and here there is special emphasis on the development of individuality along the right lines and the imparting of a sense of responsibility to those who have fallen foul of the law at an early age.

Men who wish to be employed in Prisons and Borstals must be between the ages of 21-42, except that in exceptional cases men with long service in the armed forces or public services may be accepted up to 44 years.

Whatever their age, they must be physically fit and not less than 5 ft. 7 in. in height. They must be British subjects and of high character.

Suitable candidates are interviewed and medically examined at a prison or Borstal near their homes and those accepted take a three months course on full pay; first at a nearby prison or Borstal, and later at the Imperial Training School for Prison Officers at Wakefield. After they have passed the training course candidates become established Prison Officers on probation for twelve months. They will have a chance to say whether they have the qualifications which would fit them for a trade or instructor's

post and whether there is any particular locality in which they would like to serve. It may not be possible to meet their wishes as to where they should work, but they will be given sympathetic consideration.

Prison Officers get either free accommodation for themselves and their families or a rent allowance. At most prisons they can if they wish get mid-day meals in Officers' Messes at approximately cost price. Uniforms and shoes are provided free except that at Borstals Officers wear plain clothes and receive a clothing allowance.

There are 84 hours of duty a fortnight, excluding meal times. Work is planned on a shift system, which varies with individual establishments; normally shifts are arranged in twelve consecutive days of duty, followed by two rest days, in such a way that on Saturdays and Sundays half the staff are on duty, while the other half are taking their rest days. Most officers are called upon to work a certain amount of paid overtime.

The annual leave allowance for officers is 18 working days, plus 9 days in lieu of the usual public holidays. Paid sick leave is granted in accordance with general Civil Service regulations.

The starting pay for men Prison Officers is £7 17s. 6d. a week. This increases by 5s. at yearly intervals until pay reaches £9 14s. 0d. Further increments after 15 and 20 years' service bring the maximum weekly pay to £10 4s. 6d. but there are prospects of promotion to the following grades:

Principal Officer—£10 6s. per week rising by annual increments of 6s. to £11 2s.

Chief Officer Class II—£11 9s. per week rising by annual increments of 7s. to £12 3s.

Chief Officer Class I—£12 12s. per week rising by annual increments of 7s. to £13 13s.

There are special rates of pay for Works Officers (Engineers and Foremen of Works).

Candidates who have practical knowledge of a trade or industry or who are qualified to act as physical training instructors or have had nursing experience in a hospital or H.M. Forces (or an aptitude for this work), may qualify for an additional allowance if employed in their specialist capacity. Those who have served an apprenticeship as bricklayer, carpenter and joiner, heating and hot water fitter, painter and decorator, plumber or other building trade may be employed on the works staff in which case they also will be paid a special allowance. The allowances for these various posts are from 10s. 9d. to 26s. 6d. per week.

Staff Courses are held every year, and officers who are selected to attend may qualify for promotion to the assistant governor grade. In addition, officers may if they wish compete in the open competition for appointment to the assistant governor grade which is held from time to time. On top of these special arrangements Chief Officers and Foremen of Works are considered in the normal course of events for promotion to the assistant governor grade, from which there are prospects of further promotion to the highest governor grades. About a quarter of the governors have risen from the ranks.

Prison Officers qualify for superannuation benefits under the Superannuation Acts, normally a pension and a lump sum gratuity based on the number of years they have served and the average salary they have earned in the three years before retirement. For example, a man who has got 30 years' service in by the time he is 55 and has been on top pay for three years, will get a lump sum gratuity one-and-a-half times his salary and pension equivalent to half of his top pay. The minimum retirement age is 55, but at the discretion of the Prison Commissioners an officer may continue to serve beyond this age and earn entitlement to a higher pension. No contributions are required to secure these pensions and benefits; there is also a voluntary contributory scheme to provide for widows and children.

## MOTERING NOTES

AT THIS time of the year breakdown wagons are usually fairly busy pulling in all sorts of crashed vehicles from the roadside. Friday, January 13 was no exception and is likely to be remembered by at least two motorists whose cars now lie in the writer's workshops awaiting extensive repairs. In both cases the drivers were deceived by nice bright sunshine which completely overshadowed the fact that the roads were dangerously icy most of the day.

### Black ice

The most dangerous conditions are usually found in the forenoon or early evening when a film of ice covers a normal-looking road, so beware of the black polished surface when frost has been forecast. It is far more deadly than frozen snow. In the latter case the snow itself gives its own warning, but black ice gives no visual warning at all.

Fortunately there is one way of recognising the state of the road unless you are particularly ham-handed and that is by the lightness of the steering. If you suddenly find that the steering has gone light and lacks its normal resistance, or there is no immediate response to the wheel which seems to have a delayed action, there can only be two reasons for it. One is a steering defect, the other is an icy road, and you will soon discover which is the cause as soon as you stop and get out of the car to investigate, particularly if you are wearing rubber-soled shoes.

### Driving on ice

As to the actual art of driving under icy conditions the rules are very simple. Most important is a moderate speed and absolute caution all the time. A velvet touch on the steering wheel, accelerator and brakes is essential, and one should be on the *qui vive* to check any skid before it has a chance to develop. The method of checking a skid, of course, is to turn the wheel towards the direction of the skid, i.e., if the tail of the car swings out to the right the wheel is turned to the right, and *vice versa*. However,

if you are careful only the slightest movement is usually necessary, literally a twitch of the wheel in the correct direction should suffice. The brakes must be treated with the greatest reserve since heavy braking whilst skidding or whilst cornering on ice invariably results in complete loss of control. Because of this you should allow twice the usual distance for stopping, and when following another vehicle it is wise to leave a gap of 30 to 40 yards to give ample room for avoiding action.

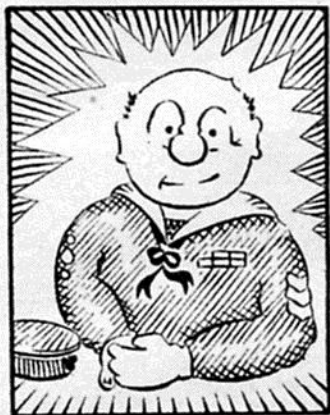
### Second-hand values

As a result of the "Credit squeeze" and restrictions on hire purchase, there has been a steady decline in secondhand car values during the past few months. Hardest hit of all have been the prewar cars which are now at least fifteen years old, whilst even post-war small cars such as the Morris Minor have dropped heavily in value.

This decline will no doubt continue for a week or so until the spring demand makes itself felt. At the moment, however, many dealers with money locked up in old stock are only too glad to consider offers on their cars and it seems quite a good time to go bargain hunting. For the owner who wishes to part exchange his car for something better, this fall in values must be faced. All you can do is to drive as hard a bargain as possible.

### Motor Insurance

Motorists are often rather ignorant about the terms of their insurance policy and continue to pay the same premium year after year regardless that the value of the vehicle is declining. In the case of comprehensive cover many people are under the impression that because they pay a premium on a high value they will be paid that amount if the vehicle is written off. This is not so. In actual fact they will be paid the current market value as at the time of the accident regardless of the value stated on the policy or the premium paid.



## WANTED

Information leading  
to this  
Man's Identity

Do You Know  
His Name?

## 5 GUINEAS REWARD

This amusing character will be occupying a regular cartoon spot in NAVY NEWS, beginning next month. For want of a better name he is known, so far, as "Whatshisname." Now this, as you can imagine, is a matter of some embarrassment for the editorial staff, while "Whatshisname" himself is utterly distraught! That isn't how he puts it exactly, but we've let him have the last word below—he insisted!

We thought you might be able to help us out of this awkward situation, so we are inviting all NAVY NEWS readers to COMPETE IN CHOOSING A NAME FOR HIM. The winning entrant will receive a cheque for 5 GUINEAS.

You must use the entry coupon printed below, but competitors may send in more than one coupon. Cut out your coupon and send it to:—

"WHATSHISNAME,"

"NAVY NEWS,"

ROYAL NAVAL BARRACKS,

PORTSMOUTH.

Entries must reach us not later than February 21, 1956. A panel of three judges, including the artist, will scrutinise all entries to decide which gives the most amusing and characteristic name; and details of the result will appear in the March issue of NAVY NEWS.

Cut along dotted line

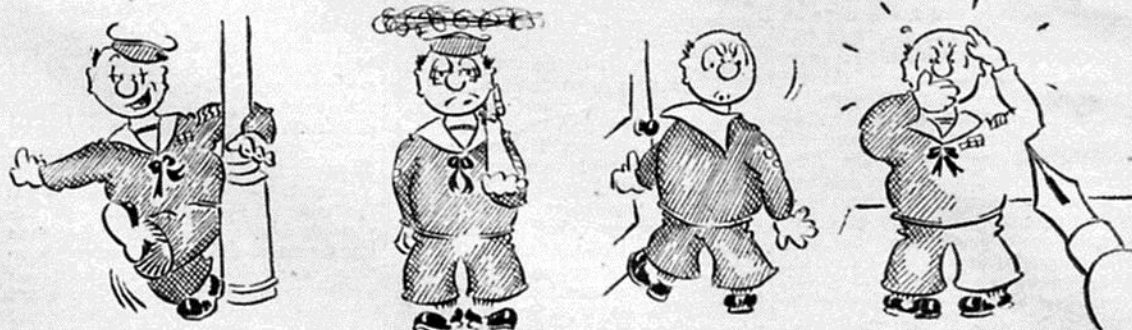
### WHATSHISNAME COMPETITION

Call Him .....

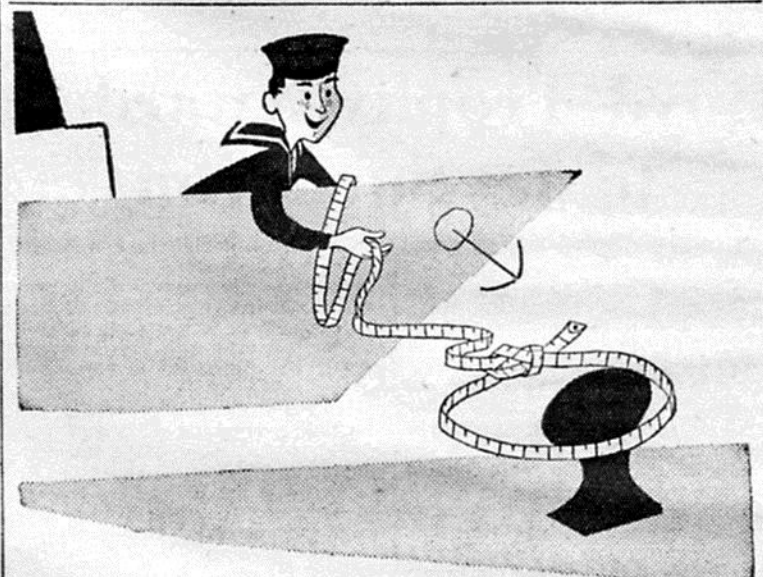
Reader's Name .....

Address .....

Please Use Block Letters



I'm an 'appy sort of bloke . . . really. But it's no joke to be without . . . a name!



## Willerbys and 'The Pusser's Serge'

In a recent article in a recent issue of a certain

Royal Navy Magazine (which shall be nameless) the author

refers to 'replacing the pusser's serge with the pin-head

drape-shape'. When you call at Willerbys for your shore-going

rig (or your new P.O.'s uniform) you'll find they don't talk

quite like that . . . But you will find a splendid range of top-

quality cloths to choose from, and tailoring by men who know

their job, and prompt and helpful service (and a Ready-to-

Wear Department as well). And you will find the Allotment

Scheme in full swing, and very reasonable prices. Why not write—

or better still call and ask for a copy of the folder explaining

...the **WILLERBY** way!

LONDON W1 and at 82 ROYAL PARADE PLYMOUTH • 75 HIGH STREET CHATHAM  
111 COMMERCIAL ROAD PORTSMOUTH • 5 LONDON ROAD NORTH END PORTSMOUTH  
20 ABOVE BAR SOUTHAMPTON



## SPORTSMAN OF THE MONTH



Lieut. N. B. M. Clack, R.N.

TO MEET Nicholas Clack out of uniform, one might very well take him for a typically gay undergraduate. One should not let his spontaneous and random sense of humour deceive one, however, as he has in fact achieved an exceptional record in the field of international sport; a record that must have involved intense and arduous training.

Lieut. Clack first aspired to rowing as a welcome alternative to compulsory cricket at Wycliffe College in 1946, after which three seasons followed, and he captained the school crew in his last year.

On joining the Navy in 1949, and finding no opportunity for rowing, he played rugby for the Benbow XV in 1949-1950, when they were unbeaten.

At St. John's College, Cambridge, he rowed for the Lady Margaret boat club, winning his university trial cap during his second year, and being spare man for the university crew until it went to America. He then rowed in the college first boat,

which was head of the river, and won the Grand Challenge Cup at Henley Royal Regatta for the first time in the club's history, beating Leander, London R.C., Thames R.C., and the Club Nautique de Basse-Seine of Paris.

This resulted in his first appearance on the international scene as a member of the crew which won the European Championships for Great Britain at Maçon in 1951. A year later, he got his Blue at No. 7 in the Cambridge crew. The 1952 boat race was the closest ever rowed in the history of the race. In a heavy blizzard, with the crews neck and neck for the entire course, Oxford finally won by a canvas.

He considers himself lucky, after this, to have gained a place in the Olympic crew for Helsinki. They first went to Henley as a Leander crew, where they established the present world record for the course, and overcame the Australian Olympic crew in the final. This was, however, avenged at Helsinki where Great Britain came fourth to the U.S.A., Russia and Australia.

When the Royal Navy entered for Henley in 1954, Lieut. Clack was No. 7 in the VIII, and together with Surg.-Lieut. Christie, formed a pair that proved to be the best in the country after only three weeks' proper training. They were thus selected to represent England at the Empire Games at Vancouver. However, New Zealand, with two years' training behind them, got home by a foot.

The difficulty of even getting two people together for adequate training has convinced him that international rowing is almost impossible in the Navy, but having coached several crews, including the Cambridge crew in 1954, he considers this less strenuous version of the sport more compatible with his present service in Submarines.

As is to be expected of so enthusiastic an oarsman, Lieut. Clack lives quite close to the river, at Witney, in Oxfordshire.

## Boyd Trophy Awarded to Jet Squadron

THE BOYD Trophy, premier award of the Fleet Air Arm, has been awarded for 1955 to No. 806 Air Squadron, the first Naval Sea Hawk Jet Squadron to be formed.

The award, announced from the Headquarters of the Flag Officer Air (Home), Vice Admiral Caspar John, C.B., is "for maintaining the highest standards of day and night flying, serviceability and efficiency throughout the Squadron's commission in H.M.S. Centaur, and for the excellence of its aerobatic teams and the brilliant individual performances of its Commanding Officer (Lieutenant Commander D. P. W. Kelly, R.N.)."

No. 806 Squadron was formed at Brawdy Naval Air Station in Pembrokeshire under the command of Lieutenant Commander P. C. S. Chilton, R.N., who is now Chief Flying Instructor at the Royal Naval Air Station, Lossiemouth.

The Squadron first went afloat in H.M.S. Eagle, and while in this ship took part in a fly-past in the Mediterranean when Her Majesty The Queen was returning from her Commonwealth tour. Later the Squadron transferred to H.M.S. Centaur, operating in the Mediterranean and on the

Home Station, in this the first British angled deck carrier.

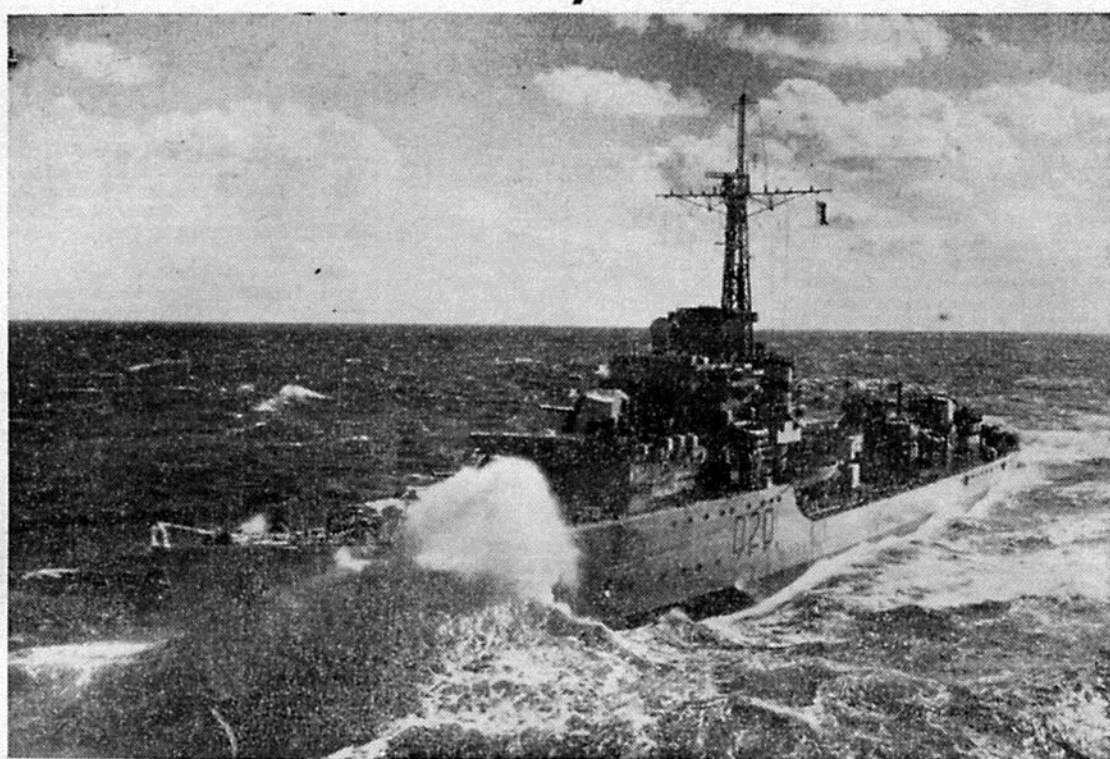
Lieutenant Commander Kelly succeeded Lieutenant Commander Chilton as Commanding Officer early in 1954 and he remained with the Squadron until it was disbanded in November last.

Lieutenant Commander Kelly, an outstanding aerobatic pilot, took part in many impressive displays, individually and as leader of his Squadron. He is a bachelor, age 29, and has been in the Navy for 16 years. Formerly he served at many Naval Air Stations and also afloat in the aircraft carrier Theseus. He is a keen Rugby player and has represented the United Services.

The Boyd Trophy commemorates the work for Naval Aviation of Vice-Admiral Sir Denis Boyd, who, as Captain, commanded H.M.S. Illustrious from which strikes were launched against the Italian Fleet at Taranto. It incorporates a silver model of a Fairey Swordfish bomber and was presented to the Royal Navy by the Fairey Aviation Company.

Last year it was awarded to the Naval Test Squadron at the Aeroplane and Armament Experiment Establishment at Boscombe Down.

## February Gales



## Watch Those Licences

THE LAST edition of this paper contained an account of a young naval rating who had been involved in a very foolish act of taking and driving away a motor car, the property of another person, which had proved to be extremely costly and caused him to reflect upon his stupidity. Some readers may have regarded this occurrence as an isolated incident which had been severely dealt with, so to place the case in its true perspective and to get a wider aspect of the offences relating to "joy-riding," the records were examined and from the details extracted, it was discovered that in Portsmouth during 1955, over £780 was imposed in fines for these types of offences, and in addition, the offenders were disqualified from driving for periods amounting to a total of 63 years.

Figures tend to be misleading, but the two quoted are sufficient to give a clear indication that the price to be paid for such escapades is bound to seriously deplete one's fortnightly pay. As it was also ascertained that of the 66 persons who appeared on these charges, the vast majority were naval ratings, it is reasonable to hope that readers will not dismiss this matter without some thought.

Whilst examining the records of offences committed in connection with motor vehicles, it became abundantly clear that many offences are still committed through lack of knowledge of the law. A little thought can easily prevent offences, and a few points worthy of comment relate to certificates of insurance and driving licences. It would seem that in common with other members of the community, Naval personnel from time to time loan or hire vehicles for a variety of personal reasons, and are

immediately confronted with the problems of insurance. It must be remembered that motor insurance policies contain driving conditions which should always be carefully examined before taking over a vehicle. Although it is a fairly extensively used condition in car insurance for the cover to apply to the owner and to anyone driving with his consent, it cannot be said to be a general condition, and in the case of motor cycle insurance, usually the cover only applies to the owner. A check upon the conditions of any existing policy is, therefore, most important, and it should always be borne in mind that the penalty for driving uninsured can be quite severe, and incurs a disqualification from driving, except in very special circumstances. The driving licence can also become a source of trouble if drivers overlook the fact that licences cover groups of vehicles. It does not necessarily follow that because a licence holder is entitled to drive a motor car, he can also ride a motor cycle, or even act as a supervisor of a "learner" motor cyclist. It often happens that a "learner" motor cyclist gives pillion lifts to his colleagues, and when this happens the law requires that the person accompanying the "learner" must be in possession of a current driving licence, other than a provisional licence, to drive a motor cycle. If, therefore, when leaving the Dockyard in a hurry you see your bus pulling away from the stop and, at the same time, become aware that a well-meaning colleague sitting astride his motor cycle with "L" plates up is on hand to provide a lift, it is better perhaps to keep the young lady waiting by refusing the offer and catching the next bus—it may prove cheaper in the long run.

### THE NEW OFFICER STRUCTURE

Copies of the special issue of Navy News may be obtained from the Editor price 2½d post free

## Married Quarters

DURING THE period under review most of us have enjoyed a Christmas holiday and this has undoubtedly slowed things down a little. Besides the many prospective naval tenants away on leave and unobtainable, the builders naturally had a few days off and even the administrative staff had a short breather. Nevertheless progress was quite satisfactory. At the end of the year we were within a very short distance of the ceiling number of hirings allowed and the quarterly increase due at the New Year was very welcome. The numbers on the rosters decreased though it is possible that this may have been due to many putting off applying until they returned from leave. There has certainly been a spate of applications in the first half of January and the figures at the end of the month will inevitably show an increase.

Some of the previous building diffi-

culties seem to have been overcome and during January it is hoped to occupy 20 new houses. Building at Rowner and Eastney continues to progress well and houses should become available in the next three months provided the weather is reasonable and no unforeseen difficulties develop. The contractor has started work on the 96 flats at Stamshaw and soon there should at long last be visible proof of progress. A contract has also been let for a further 160 quarters at Gosport and the contractor will start work on the roads early in February. There are now only two estates for ratings' houses where work has not started or arrangements made to do so.

Building progress at the officers' estates has been satisfactory but there is likely to be some congestion on the rosters until more permanent houses become available in the early summer.

## Salisbury & District White Ensign Assoc.

THE MONTHLY meeting was well attended at the British Legion H.Q., Salisbury, and enjoyed by all. After reading the Minutes of the previous meeting, two new members were proposed, seconded, and enrolled by the Association.

The Annual Children's Party took place on Saturday, January 14. After visiting the pantomime at the Arts Theatre the children were taken by coach to the Assembly Rooms for tea, followed by the usual fun and games.

Christmas and New Year Greetings were received, amongst many others, from the Mayor and Mayoress of Salisbury, the Bishop of Salisbury, and from shipmates at Bath, Bournemouth, Trowbridge, Boscombe, and many other places.

Our thanks were conveyed to our Vice-Chairman (Mr. Phil Wade) for his visits to our sick shipmates. Several items of interest to our members were discussed at length and adopted.

Coal and logs were sent to needy members and to three widows of late members for Christmas.

The Association extend a hearty welcome to all serving Naval men resident in the Salisbury district at any of our meetings whenever they are in the district. Meetings are held the first Monday in every month at 8 p.m. in the British Legion Headquarters, Market Place, Salisbury.

V.G.S.

## Royal Marines in Cold Weather

COLD WEATHER warfare training began recently for volunteer Royal Marines making their headquarters in a Norwegian hut at Glenmore Lodge, near Aviemore, in the Scottish Highlands.

They have already undertaken a week's preliminary training at the R.M. Commando School at Bickleigh, near Plymouth, bringing up to date their knowledge of map reading, compass work and cross country marching on Dartmoor.

At Glenmore Lodge, 1,100 feet above sea level, where they spend three weeks, they learn to live and fight in the snow, the rudiments of ski-ing and the use of special clothing and weapons. They must also be prepared to live in snow holes and small tents in below freezing temperatures, and avoid frostbite and other cold injuries.

Much of their training, under Capt. M. J. Baizley, R.M., designed to achieve the highest standards of physical fitness, initiative and military efficiency, is undertaken on a plateau of the Cairngorm range at a height of more than 3,000 feet.

Courses for novices continue until the end of February, when an advanced course will begin. To gain knowledge of fighting at low temperatures, other Royal Marines are this winter training in Norway with the Norwegian Army under more intense cold and tougher conditions than it is possible to find in Britain, and also in the Canadian Arctic.

**SOUTHSEA'S Two MOST**  
— POPULAR BALLROOMS —

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**KIMBELLS . . . OSBORNE RD.**  
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AVAILABLE FOR ALL  
**Ships' Company Dances**

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OVER 50 SHIPS' DANCES CATERED FOR THIS YEAR!

Wire—Write—or Phone, Portsmouth 32275

Make your first "Port of Call" for Dancing

The Savoy Ballroom. Radio Band Every Friday



## Calendar

**Durham Branch.**—Saturday, February 18, No. 11 Area Dinner Dance at Town Hall, Middlesbrough.

**Havant Branch.**—February 7, Havant Branch Business Meeting.

October 6, R.N.A. Annual Reunion in London.

**Ashford (Kent) Branch.**—February 10, Annual General Meeting, Wellesley Hotel, 7.30 p.m.

**Dorking Branch.** February 4—Dance, Star and Garter Hotel.

February 9—Branch Meeting at H.Q.

## In Memoriam

Rear-Admiral Sir T. J. S. Lyne, K.C.V.O., C.B., D.S.O., etc., on December 25, Vice-President of the Ipswich Branch.

T. S. Tweddle, D.S.M., of Portsmouth. Died 28/11/55.

## Message from the Vice-President

AFTER DEDICATING ourselves to those who gave their lives that we may live, the primary object of our Association is to perpetuate the comradeship which began in the Service, to foster good fellowship, render service to one another and promote social gatherings amongst members. Meeting an "old ship" either during or after service is always a pleasant occasion.

In 1917 the writer was drafted to H.M.S. Agincourt at Scapa Flow after twelve months' training at Eastney. This was the first break up of friendships created in the Service and the necessity of making new friends; therefore, it was a very pleasant surprise to find about half a dozen of my new shipmates who had been squad mates, room mates, etc., which certainly broke the strangeness of the new environments. One of my first instructions when taking over "cook of the rook" was the disposal of the "gash." This was more or less a ceremony at the "chute" and I was soon to learn that this was graded and sold ashore: the proceeds going to the Grand Fleet and Ship's Funds. The pipe "Canteen Committee to Muster" was often made and enquiries soon taught me what the older shipmates were doing for our less fortunate messmates. Here was the comradeship which began in the service. The end of the war and the dispersal of the Grand Fleet set the problem what to do with surplus funds, and the answer was the formation of the R.N.B.T. (being a youngster and knowing little of the activities I leave this subject to a more informative pen than mine) whereby these funds shall be governed by the Lower Deck for the benefit of the men after they left the Service and for those following on in the Service, and much good work has been done by these Port Committees during the years, but no encouragement was given after the first world war for those leaving the Service to band themselves together as an Association to look after the welfare of the ex-Naval man. (The wisdom of this was evident years later by the R.A.F. when they were confronted with the same problem after the last war.)

We have all heard the story of the man who intended to carry an oar inland until asked what it was and there dropping two bowers and stern anchors after his discharge from the R.N. But after a couple of years out of the Service the urge to know what was going on, what had happened to this or that mate, and someone who understood him, caused the ex-Naval man to look around for men of his own cloth rather than being in the British Legion which was predominantly Army, and so various Naval Associations sprang up under varying titles in some of the bigger towns, and liaison formed with the R.N.B.T. In 1935 others felt that the time was at hand for the formation of a National Association under one title and "The National Royal Naval Old Comrades Association" was formed, but after a short period the word "National" was dropped. Starting in a small way and working against many setbacks and prejudices the founders of the movement endeavoured to contact Naval men by advertisements in the Local Press and gradually laid the foundation of a National Association under one title and the inter-mingling of Branches for social purposes with an annual meeting at the Union Jack Club to discuss the business of the Association. In its infancy it is difficult to realise that these meetings could be harmonious in the ironing out of the Rules and Constitution. However, gradually, organisation became settled and running fairly smoothly.

The war put paid to many activities



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and our membership was recalled for service, but those left behind sorted things out and got going again. Service personnel home on leave became interested and became members, and at the end of the war the position was such that the Admiralty invited the Executive Committee to meet representatives with a view to forming a "Royal Naval Association" with the R.N.O.C.A. as the basis for recruitment. Again lengthy arguments with Admiralty assurances that they felt they could help the ex-Naval man if there was only one National Association. The term "Old Comrades" being omitted from the title caused quite a storm in a teacup, but finally after realising that it was in our own interests, the Annual General Meeting of 1950 agreed to the title "The Royal Naval Association."

With branches throughout the country grouped into areas, each sending a representative to the National Council under the Presidency of Admiral of the Fleet, Sir John Cunningham and many Flag and other Officers as Vice-Presidents taking an active part, the Association is growing rapidly. New branches are opening up and the prospects for a strong organisation are rosy.

Her Majesty, who is our Patron, has granted a Charter of Incorporation, putting the Association on a solid basis. £20,000 was granted us by the K.G.F.S. from the Prime Minister of South Africa's "Aid to Britain" for the purchase of a Residential Club and Headquarters, which has now been established at 2 Lower Sloane Street, London, S.W.1, whilst a further £20,000 by the Admiralty from surplus Prize Money has been set aside by the National Council for the purpose of assisting branches in the formation of branch headquarters and some branches are already enjoying this assistance. The Annual General Meeting, classified now as the Annual Conference, has become a full day occasion and is held alternatively in the north, south and London. The first breakaway from London was at Portsmouth in 1954 and Durham in 1955, and these are now conducted decorously and in good fellowship.

Annually for some years we have had a reunion in London, and after paying our tribute at the Cenotaph we have enjoyed ourselves first at the Albert Hall and since the Royal Festival Hall was opened it has been held there annually, and what a wonderful evening it always turns out to be.

The cost to the individual is a joining fee of 1s. with a further 2s. 6d. for lapel badge, rule book and membership card and an annual subscrip-

tion of only 5s. 6d., which automatically covers him for insurance against violent external accident in varying sums from £150 to £500, according to the nature of the disablement. Membership is open to all Naval Officers and Ratings, Royal Marine Officers and other ranks R.M. past and present who have been attached for a period of not less than six months for definite duty, lent or gazetted, transferred or enlisted in the R.N., R.M., any of the Royal Naval Reserves, the Royal Naval Division, or any of the Commonwealth Naval Forces. Naval personnel who were discharged disabled during hostilities with less than six months service are also eligible. We seek no powers to embarrass serving personnel into joining by lectures from divisional officers, but leave it entirely to the individual concerned. It is very noteworthy that those who visit a branch when on leave show a keen desire to be associated with the work we are doing and join the happy band.

The "Happy Band" is the keynote of the success of the Association. Branches with live committees, avoiding where possible the "Stag element," arrange regular social evenings, visits to neighbouring branches, annual outings such as visits to the Royal Tournament, etc., and the Association Rally and Reunion, whilst the principle of greeting the shipmate in the street, enquiring re health, etc., a helping hand sometimes with the assistance of our friends the R.N.B.T. where necessary, a kindly thought for the sick and aged shipmate who cannot get along to the meetings to let him feel he is not forgotten, all help to keep alive the spirit of comradeship and the answer is the more the merrier.

Why not, then, give the matter your careful consideration. What is likely to face you on leaving the Service? Will you have any little problems which would ease your personal feelings if you had someone to confide in? It may be employment or more serious, but whatever your troubles are there is the officer of the branch who will advise you and offer such assistance as is possible without any publicity. If then you are already a member of the Association you will feel much easier in mind in applying to the Association to help you along the road, but even if you are not a member you will find the same willing help awaiting you.

In a previous issue of the NAVY NEWS a list of branches was published, but if you have mislaid this, drop a line to the General Secretary, The Royal Naval Association, 2 Lower Sloane Street, S.W.1, requesting application form and name and

address of the secretary of your local branch. If one does not exist, you can join the Headquarter Roll and the General Secretary will keep you posted with news until such times as

there are sufficient members to commission a new branch in your home town.

We welcome your decision and will be pleased to know you as "one of us."

T. W. TONGE,  
Vice-President,  
National Council.

## AREA TWO REPORT

THE SEVENTH Annual General Meeting of the Area was held on Saturday, January 14, again at the Bromley Naval Club in pleasant surroundings and convivial company.

The absence of the President, Admiral Sir Henry Moore, was much regretted because of his great interest in our welfare, and the fact that there were two presentations to be made.

S/M. Gower welcomed the delegates present, but once again there were several branches not represented. Even some of the old formidables were adrift, and I know of at least three shipmates who were present and actually on the sick list. Does this mean that old Father Time is catching up on us?

No arisings from the last A.G.M., but referring to the minutes of the last general meeting, the Hon. Secretary reported on the progress made towards the proposed trip to the Continent in the coming summer. It is apparent that this can be organised with little effort, if the branches support the effort!

The annual report from the Hon. Secretary was well received, and is to be promulgated with the minutes.

Hon. Treasurer's statement of the accounts was entirely satisfactory, but we have again exceeded income by some thirty pounds extra expenditure. This was mainly on account of the meetings of the Area Working Committee, and considered well worth it.

S/M. Godfrey, the late National Chairman, on taking the chair prior to the election of officers for 1956, expressed his satisfaction at the area's progress, but efforts must not relax.

There were no changes of officers for the coming year, S/M. Day, of Welling, expressing the feeling of the meeting in his remarks when proposing S/M. Gower to continue office.

S/Ms. Tippet (Gillingham), Asprey (Maidstone), Steward (Hersham and Walton), resumed their office, and the working committee is the same.

A motion from New Romney was

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defeated in respect of the ordering of reunion seats, and Guildford's request to transfer was placed in abeyance.

S./M. Gower, as the N.C. Representative, gave a report of the N.C. meetings, and reference was made to the proposals in respect of the suggestions about the annual rally, and also the pension resolution of the Annual Conference.

The replica of the Standard Bearer's trophy, the Chester Cup, was accepted on behalf of the Gillingham Branch (for 1954), and a presentation of a wallet, with contents, was made to S./M. George Weeks (late Hon. Treasurer). A hearty vote of thanks was recorded to the Bromley Club for the hospitality afforded at this meeting.

## No. 7 AREA

**SHIPMATES:** FROM the hills and valleys of South Wales, from the lovely Colswold hills, from the Malverns, Gloucestershire, and Worcestershire, we send warmest greetings, to all who are within our beloved Association, to all who serve today in the Royal Navy, and to all who are eligible to become members, but just hesitate, doubtful perhaps of our true aims and ideals. To the latter I would say on behalf of the whole Association, "Come in, and at once."

Our ideals, surely the most noble. "To dedicate ourselves to achieve those ideals for which we fought, and our comrades nobly died," may in print seem high sounding. In life itself it is so very simple, just the ordinary British way of life. In our motto, "Unity—Loyalty—Patriotism—Comradeship" all is so easily exemplified. In a unity of purpose if not necessarily ideas—in a staunch loyalty to all our obligations. Patriotism, well who on God's earth has greater right than we to vaunt our country's achievements, we who stood alone and undeterred. As to comradeship: who but we can know that magnificent sense of security in being members of a ship's company, who but we can ever know just what "Shipmate" really means. As these ideals stood us in such good stead in the dark days of conflict, can they not today?

It is within the power of the membership of our Association, both as individuals and collectively, to make the R.N.A. all that we would wish it to be. Just think, we are veterans of the greatest fighting service that the world has ever known. The service that blazed across the panorama of history a path of glory, along which those who would live in freedom trod, aye, and trod fearlessly, along which path we were proud also to tread, and along which path we British will tread for all time. We of the Royal Navy have a glorious legacy to preserve, and in our comradeship, in our ordinary decent way of life, in our banding together to preserve the spirit of the mess deck, we shall assume that it is not past glories we celebrate, it is eternal glories we forever keep in the forefront.

In the hills and valleys of South Wales, we have in our numbers, shipmates who had the courage to be miners and sailors, men who had known the hell of depression, and yet still felt there could have been something worse, and who have rallied valiantly to the call of comradeship within the R.N.A. In the quiet peace of the Cotswolds there are those who know both the majesty of the seas, and the sweet serenity of the countryside; in our towns, in our industrial cities, they come, proudly, to meet, from all walks of life, in a common ideal. We are from time to time able to help our less fortunate shipmates in sickness and adversity, quietly and without lauding our efforts, for truly we believe that it was never the policy of the Royal Navy to make capital from what it considered its bounden duty, and in comradeship truly virtue has its own reward.

We are growing in strength from day to day. We have done well, and as was ever the case we can do still better. Let us all put still greater effort into our ideal. Even my simple arithmetic tells me that if we each bring in just one new member, we shall have doubled our numbers this time next year. It is our Association—it is yours—and for those who have not yet joined it is yours for the asking, and we are asking you to do just that.

I offer to all shipmates a hearty welcome on behalf of the branches of No. 7 Area to any who may be in our vicinity, and our territory stretches from Aberystwyth to Cheltenham, and you may be sure that we will forever pull our weight for R.N.A. To all who work so diligently for the success of the Association, God bless, and the best of luck.

BUCK TAYLOR.

## BRANCH NEWS

### FINSBURY

AT OUR Annual Dinner held at our H.Q., "Northampton Arms," 205 Goswell Road, E.C.1, we celebrated our 10th anniversary. Sixty-four shipmates and their good ladies were accommodated, and a thoroughly good meal was supplied by "Pat," our hostess. One of the highlights of the evening was the Anniversary Cake made by S/M Fred Tuckwell, an ex-Chief Petty Officer's cook, which adorned the top table. This shipmate was delegated at a previous meeting, with ribald and witty remarks, to "bake the cake." He surpassed the remarks and the cake was a real work of art. The proof of the cake was in the eating, which was enjoyed by all. Bouquets to S/M Tuckwell.

For the first time in our commission we are lucky to have a serving shipmate as our Skipper, namely Petty Officer Les. Butler (who is now on the recruiting staff). We hope, with the co-operation of the Drafting Commander, to retain him at our head for the ensuing year. At the dinner he had a pleasing duty to perform. To present to our Vice-President, S/M Harry Mason, a life membership and to his good lady a naval crown marquisette brooch. This had been a closely guarded secret; a surprise they will always cherish.

After dinner "Hands to dance and skylark" until 2400 hours, and from remarks heard the best evening yet.

The Finsbury Branch meets every week: the first Sunday in the month, at 1100 hours, and every Monday at 2000 hours excepting the Monday following the first Sunday.

Serving shipmates and visiting shipmates are extended a very hearty welcome.

### ALTON

A FINE iced birthday cake, a surprise gift from Mrs. Kirby, occupied a prominent position on the top table when the Alton branch of the Royal Naval Association celebrated the completion of their inaugural year with a dinner held at the White Hart Hotel, Holybourne, on Friday. Reports presented during the evening showed that the one-year-old branch was a thriving youngster.

Principal guest was Admiral Sir John Edleston, and others who attended included Capt. A. W. S. Agar (branch president), Cdr. R. Courage, Cdr. L. Derek-Jones, Dr. W. S. Larcombe, Cdr. Pirie, Cdr. L. J. Ede, Mr. R. Cockerill (retiring branch chairman), Mr. E. G. L. Hone (branch treasurer) and Mr. W. Moroney (branch secretary).

#### Enthusiasm and Confidence

In a report on the first year's activities of the branch, Mr. Moroney said that all the appearances were that the branch was well and truly launched and that its commission would be a long, happy and interesting one. Membership, he said, had increased during the year by thirty-eight to a total of fifty-three, and he paid tribute to the enthusiasm and confidence of the founder-members as well as to the committee and officials of the branch. Attendance throughout the year had averaged 75 per cent at committee and general meetings and it was felt that this augured well for the branch.

The chairman, Mr. R. Cockerill, on rising to address the meeting, said that he had come with a prepared speech but, after listening to the speeches made by our President, Capt. Agar, and the guest of honour, Admiral Sir John Edleston, he thought that his speech was now inadequate, so he would therefore rely on his memory to recall and recapture some of the incidents which he thought were worth remembering.

He first dealt with the formation of the Branch, in which he recalled how the Branch funds were started, by six bottles of beer provided by Mr. Gowan; they were raffled again and again, the winners refusing to accept them on each occasion, until finally he insisted that they be accepted, as by then we had sufficient funds to move out of harbour under our own steam.

He recalled the evening of our inauguration, when in company with Mr. Legg, the representative from H.Q. appointed to perform the opening ceremony and the secretary, waited for what seemed an eternity for the other Founder Members to show up, which they eventually did a little late but, nevertheless, very welcome.

Finally, he said that he was very pleased indeed that our guest of honour, Admiral Sir J. Edleston, had been able to attend, and he also moved a vote of thanks to our President, Capt. A. W. S. Agar, who he said had been a tower of strength to

the Branch; he wished all branches of the Association a happy and prosperous New Year.

In his address, Sir John Edleston spoke of the influence which could be made on the right type of youths by those who had completed their service and returned to civil life. Their example, he said, determined to a large extent the attitude of British lads and their parents towards the Navy, and he was glad to say that sufficient volunteers of the right type were forthcoming from the youth of this country to ensure that the young sailor of today was as good as ever.

A bouquet was presented to Mrs. Kirby in recognition of her co-operation and assistance during the year as hostess to the branch and she was elected as an honorary member of the association. She had been assisted in providing the "surprise" cake by Mrs. Hobbs.

P.S.—Admiral Sir J. Edleston has since become a member of our Branch. What a happy sequel to the A.G.M.

### ASHFORD (KENT)

FRATERNAL GREETINGS to all shipmates, Ashford (Kent) coming alongside. Catch our heaving line, NAVY NEWS, we would like to splice the main-brace with you for your grand paper.

Now shipmates everywhere, things have certainly been happening in our Mess these last few months. Vice-Admiral Sir Albert L. Poland joined us and was promptly elected our first President.

Then came our first Dinner and Dance at the "County Hotel," which was a great success; many notable people were present, including Sir James Ritchie, Bt., and Lady Ritchie. A telegram of good wishes was received from H.M. The Queen and read out by our President to the assembled company. Another new shipmate to come alongside was Capt. Donald Macintyre, remembered by so many of us as the terror of the "U" Boats in the Atlantic. Glad and proud to have you, Skipper.

Our fortnightly meeting last Friday brought another surprise. Shipmate Burling, Vice-President of Havant (Hants) Branch, came alongside, and a very happy evening was held by all and as he is in the district for a short stay has promised to be with us on the 27th of this month—our next meeting—so come along and have another jolly evening with him.

Our Branch A.G.M. takes place on Friday, February 10, at 7.30 in the Mess, "Wellesley Hotel," when we hope to have a full complement; and don't forget, shipmates, it's our Birthday, too.

Area 2 A.G.M. at Bromley has come and gone last Saturday, the 14th, at which I was proud to be the delegate. And in conclusion I would like to thank our very worthy Pilot shipmate Tom Asprey, of Maidstone, and Area 2 Hon. Secretary, for his guidance in bringing our craft safely alongside. "Good luck," Tom, from all in Ashford.

L. G. MURRAY, Chairman.

To ensure publication in following month's paper, copy should be to hand by the 21st of each month.

## THE LADY IN WHITE VISITS SCUNTHORPE



### SCUNTHORPE

ALL MEMBERS of the Scunthorpe Branch, R.N.A., wish to extend to all shipmates ashore and afloat a very hearty greeting, and may all Branches of the R.N.A. grow even closer and stronger in the coming year.

May we forward our special Branch news, which is of our Annual Birthday Party held in Branch H.Q. at the Comet Hotel, December 5.

We were greatly honoured by a visit from a lady dear to many thousands of sailors everywhere, namely, "The Lady in White," of Durban, S.A. A personal friend of the Branch Chairman, who arranged for her to attend, she was a surprise to all but the Committee.

"The Lady in White" delighted us all with some of her old favourites, and everyone was pleased with the night's entertainment which followed.

Our guests included our "chummy ship" from Doncaster and Lincoln and by many of the local ex-Service association, including ex-P.O.W. and Old Contemptibles.

We mustered over 200 guests, much to the delight of "Pop," Mine Host.

We enclose a photograph of "The Lady in White" and officials, hoping it may bring back happy memories to others.

The Branch was very pleased to fall in with the suggestion of the Committee to make "The Lady in White" an Honorary Member of the Branch and to present her with an R.N.A. diary and badge. After which she signed the V.I.P. Visitors' Book.

To conclude, I am sure all who attended enjoyed the entertainment and also the "big eats," for which we thank all our Ladies' Committee.

And now may we extend to any R.N.A. member or serving member who may be in the district at any time, a cordial invitation to our meetings, held first and last Thursday every month.

May I further mention our first Christmas Party for members' children. Sixty-three children attended and had a grand tea and received a lovely present from Santa, Shipmate Herbert Cook, our only Life Member. Thanks to all concerned.

J. I. HAMMOND.

### NOTTINGHAM

THE WORKING of the Branch under the Chairmanship of Shipmate W. Radford has been very steady during 1955. We have enrolled forty-nine new full and two associate members and 122 full and four associate members have renewed their subscriptions. With thirty-two full and one associate life members and twenty-six shipmates over the age of sixty-five who do not pay subscriptions we have a membership of 229 and seven associate members fully paid up on December 31.

During the year our R.N.B.T. Liaison Officer, Shipmate H. Langton, has submitted applications to the R.N.B.T., which has resulted in varying grants making a total of £33. From our own funds we have sent Christmas gifts to our O.A.P. and sick shipmates to the amount of £31 16s. 3d.

Social evenings under the organisation of our Social Organiser, Shipmate George Lee, have been held every Friday evening, and very pleasant they have been.

Parties went to Scarborough on

Whit Sunday, Blackpool illuminations week-end in September, and another week-end in October to London for the Association Rally and Reunion at the Royal Festival Hall.

In September it was necessary for us to change our Headquarters, after many years, and new headquarters were offered us by the Nottingham Orchestral Society's Social Club, Burton Buildings, Parliament Street, and we are still maintaining our own in attendances. However, looking through the records it is regretted that certain "billy-dos" will have to be sent out reminding some of our shipmates of their forgetfulness in failing to renew their membership.

The year closed with our usual Children's Party, when the shipmates entertained seventy-five children, and to wind up the year we held a supper at the Headquarters prior to the usual social evening, and we were very pleased to see our past president, Lieut.-Cdr. G. J. Mackness with us and looking far better in health, and we all wish him a speedy recovery.

To all serving personnel home on leave in Nottingham, we invite you to "drop in" on us any Friday whether or not you are a shipmate, and have a jolly good evening.

T.W.T.

### HAVANT

THE PRESIDENT of Havant Branch, Admiral Sir Harold Burrough, G.C.B., K.B.E., D.S.O., took the Chair at their Annual General Meeting on January 3. The two Vice-Presidents, Admiral Sir Kenelm Creighton, K.B.E., M.V.O., J.P., and Mr. A. Burling, were also present.

The Hon. Treasurer was able to report that the balance in Branch funds was slightly higher than it had been at the last Annual General Meeting. He made it known that the paid-up membership of the Branch during 1955 had been 47.

It was decided that the past year's Chairman and Vice-Chairman would take over each other's appointments during the New Year, but there were otherwise few changes in the Branch Committee.

A number of Active Service and other members, who had not been able to attend meetings for a month or two, were particularly welcomed. Active Service personnel and members of other Branches of The Royal Naval Association can be sure of a welcome at Branch Meetings and at their meeting place (The Black Dog, West Street, Havant), between meetings. It will assist the proprietor to recognise Royal Naval Association members if they will wear their badges whenever they visit his house.

The first Quarterly Branch Church Parade took place in St. Faith's Church on January 8. Those who went with the Branch Standard were disappointed that this was not better attended, particularly as special Prayers were said for those who go down to the sea in ships, and Hymns well known to Service personnel were chosen.

Some members of the Branch were guests at the local British Legion Christmas Parties and were very well entertained.

Havant Branch Vice-President attended a meeting of the Ashford Branch and reported that he was most impressed by their interesting collection of souvenirs. He was given a very warm welcome by all at their meeting.



## FAREHAM

WE HAD our A.G.M. on January 1, and elected our new officers for the forthcoming year, and once again I must report that we have a very efficient and hard-working committee under our President, Surg.-Capt. Vey. Shipmate Baker was elected to the chair, and once again our old faithful, Shipmate Wassel, was returned unopposed as secretary. Shipmate Gomes retains the responsible position of treasurer. A pleasing feature was the election of Shipmate Mangel as social secretary, a position that has been very hard to fill, and I feel that with the support of our branch members, he will make a huge success of the job, and we can all look forward to a full-scale programme of social events. We had our children's party on Saturday, January 14, and as usual it was a fine affair and everybody had a wonderful time. Our lady members again proved what a great asset they are to the branch, and earned a great big "Thank you." We also appreciated the kindness and support given to us by the "Cams Alders Social Club," and the hard work Mr. Scott and members of his committee put in to make our enjoyment complete.

Of course we are only a small branch, but we are sailing along on a very even keel, and if all of our shipmates could come along occasionally I am sure that we would have a very bright future. We hold our meetings on the first Wednesday of the month at the "Golden Lion," High Street, Fareham, and on behalf of our Shipmate President, Capt. Vey, Chairman Shipmate Baker, and Committee, we welcome all shipmates.

Cheerio, and the best of luck to all branches.

S. W. SMITH.

## LOWESTOFT

AT THE Annual Dinner of the Lowestoft Branch, the Chairman, Shipmate H. Dodwell, spoke of the increasing membership during the year and welcomed the R.N.R. Skippers and other ratings of the fishing fleet, some 50 of whom had joined the association during the last two months.

Dr. J. D. D. Boswell, Acting President, said that in Lowestoft there were very few families that have not got some connection with the sea. It was right and proper that such an association should flourish here, and by the hard work of the originators it was now undoubtedly the premier ex-Serviceman's association in the town.

S/M. W. Moore, Vice-Chairman, welcomed the guests and stressed upon all present the importance of bringing wives and friends to our social gatherings and thus preserve those many friendships formed during service in the Royal Navy.

We meet every Friday evening at 7.30, the third Friday of the month being a special social evening. All S/M.s will be heartily welcomed on all occasions, so make a note of it—Crown Hotel, Lowestoft, every Friday, 7.30.

S. COLEMAN, Hon. Sec.

## DURHAM

IT HAS always been the proud boast of this branch that we did not offer associate membership. However, as mine host of the Dun Cow, Mr. Bill Hall, has been such a good friend, we felt he had fully justified the title of shipmate, and on December 21 last he became our associate No. 1. On that occasion we had the biggest crowd ever, and it is doubtful if we could have squeezed in one more person.

To crown everything, Rear-Admiral Laybourne won the bottle of whisky he had given as a prize, but gave it to attending members of the January meeting with which to splice the mainbrace.

This bottle was duly consumed, as was another given by Shipmate Woods, recently returned from New Zealand where he has been working. Next month (Saturday, February 18) is the No. 11 Area Dinner Dance in the Town Hall, Middlesbrough, and our branch is going there in force.

This branch is giving NAVY NEWS all the support possible. Of course many of the ex-Chatham and ex-Devonport ratings drip that it is a Pompey publication. But then, mate-lots were ever thus, whether in uniform or out of uniform, and such moans were never intended to be taken seriously.

B.M.

(Although the NAVY NEWS Editorial office is situated in Portsmouth, we can assure our readers that we shall never develop a parochial outlook.—Editor.)

## MAIDSTONE

THE POOR old secretary missed the boat in the January issue, and there should have been much to write about. Maybe he was busy round the Christmas Tree, or knocking off that goose of his!

The festive season was certainly a busy one for the Maidstone branch, and it was all managed very nicely, and great credit is due to all concerned.

The success of the annual dinner is known to all, and thanks to extra efforts, the expense was bearable this year.

The Children's Christmas party was also a great success, and letters of thanks for some of the youngsters was sufficient for the gallant sub-committee, who worked so quietly and efficiently.

It seemed an extra strong muster at the A.G.M. on January 9, and very pleasing indeed to enrol three new members at that meeting. The greatest pleasure was to have Admiral Selby back amongst us after his wanderings abroad, and the feeling of the mess was seen by his election to President, to relieve S/M. Bob Yaxley after a spell of four years.

No change to the officers of the year, and the secretary was unable to give his job away, even with a bribe. S/M. May carries on the good work, and with such a grand effort as the Christmas whist drive, which fetched the mess a sum of seventeen pounds, he doesn't look like being replaced. One or two new faces on the committee, and every prospect of another progressive year.

It is the hope to be seeing more of our chummy branches this year, and in the meanwhile Maidstone sends fraternal greetings to all branches, and all shipmates.

## CANTERBURY

CANTERBURY CALLING. As this is our first report in the NAVY NEWS, and having lost contact with Branches since the *Lookout* ceased publication, may we send greetings to all Branches, near and far, and hope 1956 will see a tremendous influx to the R.N.A. As usual we still maintain a steady speed, nothing in the way of a steam trial though.

We held two successful dances, one on Christmas Eve, the other on New Year's Eve, both of which were a financial success.

Pleased to report our relations and close co-operation with all local organisation has been maintained, throughout the past year, we also, for the first time, supported the Sea Cadet Corps at their Annual Trafalgar Day service.

Plans are well in hand for a Zeebrugge Rally, on Sunday, April 22, at the Cathedral, quite a number of Branches have agreed to support this, but we do hope other Branches who wish to attend will let us know in ample time.

Our A.G.M. was held recently, with our President, Cdr. H. M. Kenny, presiding. S/M. A. H. Marsh was re-elected Chairman, with S/M. J. Fairbrass again Vice-Chairman, our Paybob, S/M. R. Marsh, was also re-elected for the 17th year. The office became vacant of Hon. Secretary, but S/M. J. Richards was elected to fill this post, he also is Area and Conference Delegate.

The Secretary's address is: J. Richards, 63 Havelock Street, Canterbury.

We still remember our Outing to Portsmouth, and visit to the Branch several years ago, so please accept every good wish for the New Year, Pompey, from all at Canterbury.

G. TOMKIN.

## DORKING

HERE AT last with our first full report, let me send the branch's best wishes to all readers. Since our Dedication last September events have come along quite fast, the old year ended up with the annual children's party on December 31, the branch were very lucky in having the services of Father Christmas to help the fun out. Incidentally, the shipmates of the branch had just as good a time, especially with the Mickey Mouse films. Of course, events like these would be just about impossible without the aid of the ladies. The New Year has once again brought the A.G.M., the Chairman, Treasurer, and Secretary are all in again to help keep the ship on an "even-keel," but we still have some excellent members, who always seem to arrive whatever the weather.

For the future, we have one of our popular dances once again, also, the branch's second annual dinner. So, I think I shall have to sign off for this time, with the best of luck.

## HALLING (KENT)

THE FOLLOWING is a brief history of the Halling Branch. Originated in February, 1948, by Mr. W. Friar, Mr. B. Hide and Mr. H. Arnold, it was accepted as a fully formed branch of the R.N.O.C.A. later the same month with Shipmate E. Long as secretary. A Standard was soon purchased and several more members joined the newly-formed branch from Chatham, from whence the founder members had also come. The Standard was dedicated in Halling Parish Church in April of the same year on an exceptionally cold and wintry day, which however did not deter the members, or their wives and friends, from being present, and the church was crowded. From the start the branch's H.Q. has been at the Five Bells, Halling, by the kind permission of Shipmate W. Friar. Since its inception the branch has made good progress, keeping a steady membership of thirty to thirty-six shipmates, and a varied and well supported social programme has been maintained. The Annual Dinner to which members of local branches are invited is always well attended, and the children of our shipmates have in their turn been invited to Chatham branch's Annual Christmas Party. Trips have been organised to the Royal Tournament, etc., and all members attended the Reunion at the Royal Festival Hall in 1951. During the eight years of our existence, summer outings have been arranged to Ramsgate, Hastings, Eastbourne and Broadstairs. These and all other functions organised by the Social Committee have been much enjoyed. We have also made an annual trip to the Kentish hop-gardens, and have attended Dedication Ceremonies at Ashford, Chatham, Godalming, Sittingbourne and Welling so, although only a small branch, we get around.

To bring this short report up-to-date I must mention our Annual General Meeting which was held on January 13—and a very good muster it was. Unfortunately our President, Commander Gardiner, O.B.E., R.N., Rtd., was unable to be present, but was alongside at our previous branch meeting. As expected the existing officers went back *en bloc* with the exception of the chairman, Shipmate Friar who, owing to other commitments had expressed his wish to stand down. Shipmate Hide, who had previously held the office, as was soon apparent, to new members, was elected in his stead.

So with everything at Halling on an even keel and all members looking forward confidently to the coming season's activities, this, shipmates, must be all. If it is not too late we wish all shipmates and shipmates everywhere all the best for 1956.

J. F. TONG,  
Hon. Secretary.

## EDGWARE

A COACH load of members and wives visited the Battersea Branch R.N.A. on New Year's Eve, and were welcomed by the Social Secretary, and issued with carnival hats. Then, getting the necessary throat oil, we entered into the party spirit, as only Matelots can, with a sing-song and dancing. At midnight all joined in singing Auld Lang Syne, and after seeing 1956 well in, the homeward journey was made after a most enjoyable evening. Thank you, Battersea.

## HORLEY

OUR MONTHLY dances are still proving very popular, and are well attended. We are now looking forward to Navy Days at Portsmouth on Easter Sunday—this is in the nature of "Children's Party"; also the Royal Tournament. A.G.M. was on January 21. Our next dances will be on Saturdays, February 11 and March 10; also we hope to fix one for April and May.

R. T. GILES,  
Hon. Secretary.

## SHERBORNE

THE DANCE on New Year's Eve was a great success. The organising committee deserve commendation for the comfort and pleasure provided for such a large attendance. There were at times upwards of one hundred couples dancing to the music of Eddie Phillips and his Orchestra.

The Annual General Meeting was due to be held on Tuesday, January 31.

The branch is happy to know that Rear-Admiral Fox, C.B., President, feels well enough to continue in office.

It is feared that Mr. S. Stretton, Chairman, because of further and more onerous business responsibilities, will be unable to continue.

The removal of Shipmate W. Boshier from Mitre Inn to Railway Arms, Basingstoke, will probably mean branch seeking new meeting-place.

As a decision from as many members as possible would be helpful, a large attendance at Annual General Meeting is hoped for.

## BANGOR

TWO OF our most popular annual events have taken place since our last contribution to NAVY NEWS. They are the Christmas Children's Party and our New Year Party.

The first was as successful as it has been in the past, and our sixty young guests enjoyed to the full the games, tea, and visit of Santa Claus with his bag of presents.

The New Year Party attracted nearly 100 members and friends, and a really splendid troupe of artistes gave us one of the most entertaining nights we have yet had. After the show, supper was served, and then dancing until 2 a.m., when the playing of the National Anthem brought to an end our party. We should like to express our thanks to the Social Committee who did such a fine job in organising the party, and to whisper "Please repeat in honour of shipmates of H.M.S. Bulwark," whose arrival in the near future has come over the grapevine.

We have said before how very much we look forward to visits by H.M. Ships, and a very hearty welcome awaits all serving shipmates of the "Bulwark" when she arrives. If any of those shipmates should chance to read this, may I, with the Editor's permission, extend an invitation to any of you requiring information of any kind, or who would like arrangements made for anything, to drop a line to our Hon. Sec., who will see to it that you will not be disappointed.

Finally, here is the address of our Headquarters, where a cordial welcome awaits any shipmate who may visit Bangor, Royal Naval Association, Bangor Branch, 16a Queens Parade, Bangor, County Down, Northern Ireland.

## WELLING

WE HAVE now passed another year of membership of the R.N.A. and look forward to see the Association gain more members.

During the past year we attended the Worthing Branch R.C. Dedication Service, and the R.C. Union Rally at the Festival Hall. Our friends at Sidcup attended one Social in December. We have visited Sidcup on the occasion of their Annual Dinner and also for two of their Socials.

We held our Annual General Meeting on Sunday, January 15, when we had a very good muster of members. I must say that the spirit of this Branch is of the highest quality. We have the solid core of old members with a sprinkling of younger ones, and we do hope to get more young members so that we not only have quality but quantity.

This year, in May, this Branch will have been in existence 21 years, and to celebrate this occasion we are holding a Celebration Dinner and Dance at the Embassy Ballrooms, Welling. We are hoping that members of local Branches will accept our kind invitation to attend. We would also be pleased to welcome any member of the R.N.A. Details of this Dinner and Dance may be obtained from the Hon. Secretary, Welling Branch.

Wishing all Branches the very Best of Luck.

TOM KING.

## YEOVIL

The report from the Royal Naval Association, Yeovil, has had to be held over until our next issue.

## LEWISHAM

The Branch annual general meeting was held on Wednesday, January 18, and the election of officers for 1956 took place. Results as follows:

Chairman: W. F. Faro (re-elected). Vice-chairman: T. Haslett. Treasurer: F. Winch (re-elected). Hon. secretary: R. A. Davis (re-elected).

Once again we were honoured by the presence of our president, Rear-Admiral J. Figgins, C.B.E.

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## R.N.A.S. CULDROSE

THE NAME of R.N.A.S. Culdrose is, we hope, well known throughout the fleet, but it is possible that the task of the Air Station is less widely appreciated. In this first article from Culdrose, it may be of interest to outline the various activities that take place here.

The Observer School and Naval Air Signal School is responsible for training officers as Observers in the Fleet Air Arm. The first Long "O" Course since the war, composed of Dartmouth entry officers, is now about midway through its training programme. At the same time National Service and Short Service officers are being trained up to wings standard. The above is by no means the whole work of the School; for among frequent visitors are W.R.N.S. Signallers and Telegraphists, Wireless Instructors, the Long Communications Courses, Commissioned Communication Officers and various N.A.T.O. Courses. Lastly a variety of Recognition Intelligence and short advanced air courses are run for aircrew officers in addition to the main work of the school.

The flying part of observer training is carried out by 750 and 796 Squadrons who fly Sea Princes and Mark 7 Fireflies respectively.

### Formation of Australian Squadrons

The winter term at Culdrose started off at a brisk pace with the formation of the two Australian Squadrons on the day after leave, and a formation ceremony on August 23 attended by the Hon. Sir Thomas White, K.B.E., D.F.C., V.D., the High Commissioner for Australia, Vice-Admiral C. John, C.B., Flag Officer Air (Home) and Rear-Admiral G. Willoughby, Flag Officer Flying Training, and Directors and Senior Representatives of Fairley Aviation and Armstrong Whitworth Engine Division attended the ceremony. 808 R.A.N. Squadron also attended from Yeovilton.

On August 29 we were visited by Mr. J. P. L. Thomas, M.P., First Lord of the Admiralty, whose well-deserved Viscounty was announced in December. He appeared to take a sincere and friendly interest in all that he saw and departed during the afternoon in one of our helicopters for Mount Wise.

On September 4 we gave a demonstration of rescue from crashed aircraft, with the attendant dangers of mishandling ejector seats, to a party of one hundred Civil Defence Volunteers. Such demonstrations, given variously to parties of Civil Defence Volunteers and Home Guard Units are becoming a regular Sunday feature and we regard them as Sundays well spent. These volunteer units give up plenty of their time to learn to help aircrew and we regard their visits as important functions.

### The Lighter Side

On October 8, 1831 R.N.V.R. Squadron visited us for a week-end's flying. Unfortunately the weather was unkind and they did not get as much flying as we would all have wished for, but a happy liaison was started and we will try to provide more blue sky on any future occasion that occurs. During the same week-end 825 Squadron "came of age" and Vice-Admiral C. John, C.B., Flag Officer Air (Home), who was once a member of the Squadron, together with a number of other senior officers who had commanded or served with the Squadron, came to watch a small flying demonstration and attended the subsequent cocktail party.

On October 27 the Wardroom gave a Stag Party for members of the Cornish R.N.I.L. crews and Coastguards, partly in thanks for their past co-operation, but also to create a new liaison between aircrew and those who might one day fish them out of the sea. Many of the lifeboat crews are of the tough Cornish fisherman breed and recent examples of their gallantry have appeared in the National Press.

Commodore—now Rear-Admiral—C. L. G. Evans, C.B.E., D.S.O., D.S.C., was our Guest-of-Honour on Taranto Night, and, as would be expected, we were treated to an interesting and amusing after-dinner

# COMMAND NEWS



speech. We take this opportunity to congratulate him on his promotion.

On December 1, Rear-Admiral A. R. Pedder, C.B., visited Culdrose to present wings to No. 25 Observer Course and stayed on as Guest-of-Honour to our last wardroom dinner of the term.

### Supplies to Wolf Rock Lighthouse

An incident which will be of interest to many readers occurred during the Christmas leave period. The weather in the latter half of December, 1955, was so continuously bad, that, after trying for more than a fortnight, Trinity House at Penzance had been unable either to relieve or get supplies to the three keepers in the Wolf Rock Lighthouse. The men were down to their emergency rations. On Christmas Eve, with a full gale blowing, it looked as though the keepers were in for a cheerless Christmas. To the helicopter flight at R.N.A.S. Culdrose this seemed a pity, and although officially there were no facilities available due to the closing of the Airfield during the leave period, a volunteer crew offered their services to Trinity House, who accepted. Arrangements were made for the helicopter to winch up a bag of supplies and mail from the harbour wall at Penzance.

According to the pilot, delivering that bag is the hardest thing he has ever done in a helicopter. The Wolf Light is over a hundred feet high, and with the aircraft another twenty feet above it, his only visual reference was a raging sea, 120 feet below. Once the cap of the lighthouse passed under the nose of his aircraft, he had no other visual reference on which to anchor his aircrewman's instructions. Nine times they had to sheer off and try again. On the tenth, the aircrewman, whose conning throughout had been magnificent, managed to manoeuvre the bag safely into one of the keeper's arms for long enough to operate the cable cutter. Father Christmas had relieved the Wolf Rock in up-to-date style.

### Sport

Last term was a very good sporting one for Culdrose, for the Air Station carried off the H.A.C. Hockey, Rugby and Soccer Trophies. This is the first time that all three major sporting trophies have been won by one Air Station. We hope for further triumphs this year, as our Hockey team is still in the running for the Navy Cup and our Basketball team is a H.A.C. finalist. Our successes were not limited to the sporting world, for during the Christmas leave period we were successful in the agricultural sphere also, winning two prizes for pigs from the Station Farm.

### Weather

This year we have again had snow in South Cornwall, an event worthy of record, for such things should not happen in this part of the world. For some of the Australians, we understand, that this was the first time they had seen snow. Fortunately it did not remain long enough to disrupt the Station activities. Now the season of south-westerly gales is upon us, and we must look forward to high winds and heavy seas for the next few weeks.

From what has been said, it will be seen that although Culdrose is

some three hours from Plymouth by train, life is far from dull at this Station, which has expanded during 1955 to become one of the busiest Air Stations in the country.

## H.M.S. EXCELLENT

WE'VE MADE our New Year resolutions on the Island and, in case you readers think that it is high time we Gunners chaps did improve our ways, let me make it quite clear that we have also resolved to put Whale Island on top this year. That is just a tip so that other establishments can look to their mettle.

January as always has been a busy month for us and, on return from leave, we said good-bye to Capt. Rutherford who has been relieved by Capt. R. Casement, O.B.E. We must congratulate Capt. Rutherford on his award of the C.B.E. in the New Year's Honours and also wish him the best of luck in the future.

We also send our congratulations to one of our old supporters, C.P.O. Barnes, on his well deserved honour of the B.E.M. We hope it will look well on his new Chief Waterman's uniform, though I believe this needs no additional decoration.

This year we welcome the Pompey Field Gun's Crew back to the Island for their training and assure them that Excellent will give them all the help we can.

A sad event this month is the relief of H.M. Tug Antic. She turns over to Yard Craft manning and we wish her the best of luck under the Blue Ensign. We also send our best wishes to her new crew and assure them that, as before, Whale Island will be Antic's home from home.

The year 1956 promises to be a good one for the gunnery world and H.M.S. Excellent. We are in good heart, and it is fitting, perhaps, to back our New Year resolutions we open a Guided Weapon Instructional Block.

### GAITERS.

## R.N.A.S. GOSPORT

THE ARRIVAL of twenty P.O. Mechs. (E.) this month has made the Station even more aware of its eventual change to a Mechanical Training and Repair Establishment. As reported in the last issue, however, the life of H.M.S. Siskin continues to thrive, even if only in a smaller capacity, for with the closing down of the Naval Air Radio Installation Unit and the Naval Air Maintenance Development Unit, the School of Aircraft Handling still remains.

Prior to Christmas leave three main events occurred in the Station's social world, all of which were thoroughly enjoyed by those who attended. Firstly, the B.B.C. entertained the Station with a variety show, which was recorded for "Variety Ahoy," and broadcast a few days after Christmas. This show, full of many jokes and witticisms about the Fleet Air Arm, actually lasted much longer than the recorded half hour, and provided an excellent evening's entertainment for officers and ratings alike. Secondly, there was the Ship's Company dance, which was an overwhelming success with an abundance

## Sports

THE SOCCER season at "Ford" is still going with a swing, with our 1st XI still in the running for the Challenge and Charity Cups, with a good chance of bringing home both! We are due to meet Daedalus in the semi-final of the Challenge Cup on Wednesday, February 22. Our position of sixth in the League is a little disappointing but we are out to get very close to Collingwood before the end of the season, providing they stay at the top!

League results to date (January 20): P., 17; W., 6; D., 5; L., 6; F., 63; A., 50. Pts. 17.

The Rugby Team has been doing very well this season with only two "lost" marked on their record. More's the pity that one of those was the semi-final of the H.A.C. Cup against Culdrose, but they can console themselves with the thought that the victors were the eventual winners of the Cup, plus the soccer and the hockey cups!

Incidentally the Hockey Team have had the same misfortune. They have lost one game only this season, the cup match against Siskin. Their record reads:

P., 22; W., 16; D., 5; L., 1.

By the way, how is this for a 2nd XI soccer record?

P., 12; W., 9; D., 1; L., 2; F., 81; A., 18. Pts. 19.

At least the Navy is well represented on the soccer field in Sussex by the sea!

## R.N.B. PORTSMOUTH

WE WELCOME as Commodore of Royal Naval Barracks Commodore J. Thompson, R.N. He assumed command on January 12.

### Welfare Amenities

It is becoming increasingly apparent that a large number of ratings in the Portsmouth Command are unaware of the very useful amenities which are available for their use in R.N. Barracks. Some of the major amenities are:—

A good-class laundry which can cope with all sorts of washing at very moderate prices. Situation—in the collonade adjoining "K" block.

A first class dry-cleaning plant for both uniform and civilian clothes, again at very moderate prices. Situation—on the centre stairs of "K" block.

R.N.B. coaches. Two of the most up-to-date and luxurious 38-seater motor coaches are available for private parties for sports trips, theatre, etc.

A modern boot and shoe repairing shop manned by an expert craftsman. Repairs done cheaply and speedily.

A small but very efficient printing press where high-class work is carried out at competitive prices.

A notice board in the entrance to the canteen where advertisements "for sale, exchange, wanted, etc." can be placed free of charge.

## H.M.S. DOLPHIN

THE PARLIAMENTARY and Financial Secretary to the Admiralty, the Hon. George Ward, M.P., visited Blockhouse on January 12. He was met by Rear-Admiral W. J. Woods, D.S.O. (Flag Officer, Submarines), Capt. R. L. Alexander, D.S.O., D.S.C., and Cdr. P. G. Sharp, D.S.C. During his visit he saw the Training Area, the 100ft. tank, the new blocks under active construction, various messdecks, and was shown round H.M. Submarine Alaric. The Parliamentary Secretary was well informed not only regarding the latest developments in submarines, but of affairs in Blockhouse itself—he was deeply interested with what he saw, and it was evident that he appreciated the many points which were made during his tour of the establishment.

Last September we gave a brief story of previous ships which had borne the proud name of Dolphin. Some of these previous ships, painted by Harold Wyllie, may be seen in the Ward Room of Blockhouse Fort. One Dolphin, the sixth, of 44 guns does not appear in this collection, and the fifth Dolphin, built in 1755, of 20 guns, is only partly visible behind H.M.S. Arrogant. Both these two vessels have links with Nelson. The fifth Dolphin, in 1776, brought Nelson home from the East Indies, where, after two years in H.M.S. Seahorse, he was so broken with illness that Commodore Sir Edward Hughes arranged for a quick passage to England. At the successful conclusion of affairs in Minorca, about the turn of the nineteenth century, the sixth Dolphin was commanded by Capt. Josiah Nisbet. He was Nelson's stepson, and, at this time, was not yet twenty years of age. A year or so later, when in command of H.M.S. Thalea, some bitter feeling developed

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between stepfather and stepson such that when the Thalea paid off Nisbett was never again employed.

Of these two vessels the fifth, by virtue of its two important voyages of exploration and navigation between the years 1764 and 1768, has become famous, and a kinsman of Capt. Samuel Wallis who commanded the Dolphin on its second trip, still has the manuscript log and some admirable pen and ink sketches of the ship. It may interest Dolphins to know that Lord Clive, in an attempt to reach India quickly, tried to get a passage with Capt. Byron, when the first voyage was barely begun—but was refused by reason of a threat to the secrecy under which the first voyage of exploration had been prepared.

H.G.M.

## R.N.A.S. BRAWDY

IF YOU are ever sent to Brawdy it will be a case of "go west young man" to the coast of Pembrokeshire, ten miles the other side of Haverfordwest. The pioneering days here are almost over and a large air station with all modern amenities is gradually being wrought on the coast of this beautiful, storm-lashed and remote country of Wales.

### Married Quarters

Over two hundred married quarters have been built; most of them at Haverfordwest. On the station large modern messes, halls and sleeping blocks are under construction. One strange building (already nick-named Lenin's Tomb) houses the high-power hot water installation that will be switched on in January to heat the whole station. More squadrons will arrive to join the well-established ones here when the new Wardroom opens next May to accommodate one hundred and forty officers.

### Local Contacts

The ancient cathedral and shrine of St. David is situated in Britain's smallest city five miles to the west. In mediaeval times two pilgrimages to St. David's were equal in merit to one pilgrimage to Rome. Last summer the Bishop of Portsmouth attended a Young Pilgrims' service there and arrived at Brawdy by air—perhaps the best way to be a pilgrim in the twentieth century.

St. David's Lifeboat crew is renowned for feats of seamanship and life-saving along this hazardous coast. Capt. Watts-Williams, the Coxswain, a retired Merchant Navy Master Mariner who served in the days of sail, is an imposing figure, whose bearded and distinguished countenance has appeared over Lifeboat appeals in papers all over the world. Last year they carried out the biggest rescue for some years when they brought-off the crew of the "World Concord," a large tanker which broke in half during a gale of over one hundred knots. The survivors, mostly Greeks, were brought to Brawdy. A helicopter from Brawdy subsequently tried to rescue the men remaining in the forward half of the stricken tanker but the men refused to "chance their arm" on the dangling strop.

Recently the Greek owners, Niarkos, presented the wardroom with a magnificent silver cigarette box and the Welfare Fund a cheque for £50.

There will be no Wrens at Brawdy for several years except for four Cine-Assessors who travel twenty-nine miles from H.M.S. Harrier, Kete, and back every working day. Despite the shortage of Wrens it was found necessary to restrict the volume of private telephone calls some time ago because the exchange was inundated with calls from girl friends.

## Dartmouth Cadets

The first course of Dartmouth Cadets arrives here on January 18. Then in succession courses will arrive for two weeks Air Training and Experience with 727 Squadron. This squadron commissioned here on January 5 under the command of Lieut.-Cdr. H. Bain, R.N.

### Sport

All are well supported and voluntary keep-fit classes surprisingly well-attended. The predominant game in this part of the country is Rugby Union. There is also excellent shooting, horse riding, fishing. Last summer the station, acquired, a Seine Net. Twenty officers toiled all night and caught one fish. It has been reported that the middle bulge of the net was left open allowing the fish to escape. All sailors would feel at home here: it will be the home of an increasing number of naval airmen. Places are widely separated. One thinks nothing of travelling thirty miles to a game or social function. So go west young man, preferably on your horse, cycle or motor-car.

## R.N.A.S. STRETTON

WITH THE New Year still so young it is necessary to cast our minds back to before the closed flying period for items worthy of record as, at the same time, we look forward to the future.



The Stretton pantomime, "The Dolly Princess"

### Station Pantomime

A highly successful pantomime, "The Dolly Princess," written and produced by Lieut. Martin, was given on three December evenings in the Camp Cinema. There was also one performance for the families of civilian officers at Damhead Hall, Glazebrook.

The pantomime contained everything; humour, sentiment, sweet singing, witchery and skull-duggery (very clever stuff this), and for extra measure two most attractive fairy queens, Mark I and Mark II.

A talented team of dancers provided a most attractive chorus, an essential feature of any pantomime. The cast, too numerous to name, gave excellent performances but a special word of praise should be given to the back stage boys who produced the clever trick lighting and magical effects, and especially to Mr. Bob

Cromarty who was a peerless accompanist.

### Children's Christmas Party

The Children's Party was attended by 200 children, including about 50 orphans from the Warrington district.

Films and side shows, games and community singing, visits to Pirates' Cave, presents from Father Christmas, not to mention big eats all helped to make the time pass all too quickly.

### Carol Service

A simple Carol Service was held in the Camp Cinema on the evening before leave started. The Rev Alder, vicar of the parish of Appleton Thorn, conducted the Service which was quite well attended by Camp personnel and their families.

During the brief service selected passages of scripture, telling the Christmas story, were read by the Captain and other officers. Mr. Hickey sang "Silent Night" and two old English carols were sung by the choir.

## FLEET AIR ARM FIELD GUN'S CREW

THE COMPETITORS for this year's Royal Tournament will begin their intensive training at Lee-on-Solent on February 1. The majority of the "A" and "B" crews have been selected and are being trained this year by P.O. D. Williams, who was a member of the highly successful 1950 crew which won all three cups. P.O. J. Scott, who ran with the 1951 crew is training the "B" crew.

The P.T.I., P.O. Baines, is now busy with the initial "getting fit" process in readiness for the rigorous training ahead.

The F.G.O. is Lieut. J. A. S. Crawford, who has the distinction of being the first to be both a Gunnery Officer and a Pilot.

# Compassionate Airlift



H.M.S. Ocean

On November 30, Ocean, in company with Theseus, was nearing England on passage from Tangier and the Mediterranean, when a signal was received by the Flag Officer, Home Fleet Training Squadron, authorising one of the ships of the Squadron to

proceed at high speed to embark a rating from Vidal and to convey him to the U.K. on compassionate leave.

Ocean was detached for this duty and set a course at 20 knots to rendezvous with Vidal 400 miles out in the Atlantic. In the early afternoon

Vidal was sighted, and shortly afterwards a helicopter, usually used for surveying, took off from her deck and landed on Ocean with Cook (O.) Johnson. After a further trip with his baggage, the helicopter returned to Vidal, and the ships parted.

Western Allies could field in an emergency.

## R.N. DRAMA FESTIVAL, 1956

THE VICTORY Theatre, R.N. Barracks and March 6, 7, 8 are the place and dates for this year's Portsmouth Command Drama Festival. Lieut.-Colonel Lasbrey from the British Drama League is the adjudicator for the nine teams competing. Plays, which should be original, run the gamut from R.N. Barracks' "Before the Flood," through the middle act of "The River Line," "Villa for Sale," and "Journey's End" to "Murder in a Cathedral." Rules are that any team shall not exceed a playing time of one hour, with ten minutes to rig the stage and five to strike thrown in for good measure.

## R.N.A.S. ANTHORN

WE FIND it rather difficult to discover material to write about in a term in which there are no Air Days, Admiral's Inspections, or other such delightful episodes which provide the headline news.

However, needs must when the Editor drives, so, taking our pen in frozen fingers, and pondering the wisdom of being a "backward swimmer" in the heated baths at Wigton, we set about our task.

Perhaps the headline news this term is that one of the Commander's Young Ladies, Margaret, recently showed her gratitude to him by taking First Prize in a Beauty Contest. Here we should hasten to add that Margaret's success was as the best sow in a local livestock show!

After their success in topping their respective Divisions in the H.A.C. Postal 22 League, our Open and Wrens teams are again polishing up their "rusty trifles," and setting their sights on further victories. Their coach and mentor, the Parade Gunner, is however folding up his tent and slipping away to warmer climes in Cornwall. We wish him good luck. We understand that there is no truth in the rumour that he will also be folding up his car. (Who said "Again"?)

The Rugger Fifteens have been having quite a successful season, encouraged no doubt by the cries of a certain forward with strong opinions on the question, "Why does the referee wear different colours from our opponents?"

P.S.—From time to time, flying machines have been seen to rise from, and return to, the ground—no doubt, someone indulging in a spare-time hobby.

## MOULDER'S

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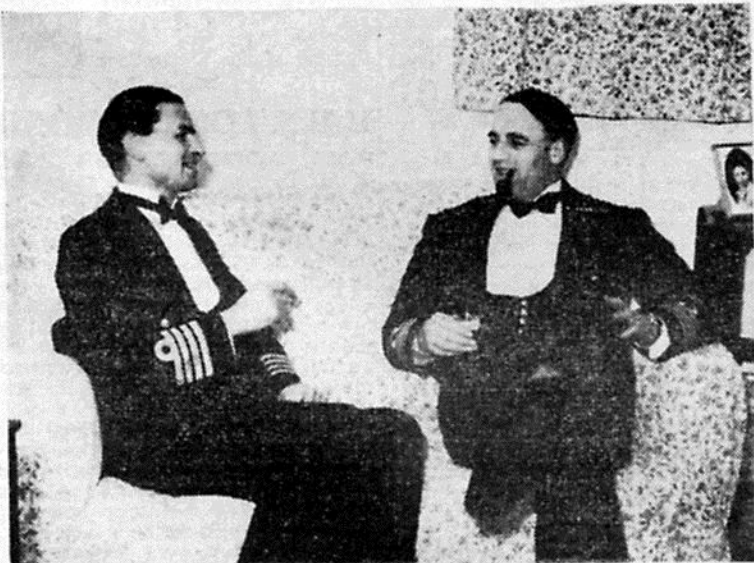
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The Executive Officer of R.N.A.S. Brawdy, who was promoted in the New Year, Captain C. K. S. Aylwin, has a drink with the Commanding Officer, Captain D. C. E. F. Gibson, D.S.C., before being dined in the Wardroom



## R.N.A.S. LOSSIEMOUTH



Sea Hawk being salvaged at Lossiemouth

AS USUAL at Lossiemouth we have returned from Christmas Leave to a spell of the type of weather so dear to the hearts of children and the designers of olde worlde Christmas cards. As a background to the whine of jet engines, we now have the rumble and clank of the snow plough. The heads are frozen, and dour Scottish gentlemen of the Ground Staff tour the Airfield in their little waggons, flinging overboard shovelfuls of grit and sand to the Nth Power. In fact, should the need arise we are prepared for "operation Snowdrop II". Of course, "It's an ill wind that blows nobody good," as they say in the Met. Office, and the Winter sports enthusiasts are eagerly sharpening their skates, and doing whatever one does do to skis, in keen anticipation of the inevitable.

Some of our company, being migratory birds, have flown south for the winter since Christmas. Nos. 801, 810 and 811 Squadrons, Commanded by Lieut.-Cdr. L. J. Baker, P. M. Lamb, D.S.C., A.F.C., and R. H. Reynolds, R.N., left Lossiemouth on Tuesday, January 10, 1956, on the first stage of their flight to warmer climates. By now they are safely embarked in their various carriers, and from Lossiemouth, we wish them the best of luck for the voyage.

Also among those who have left us are Cdr. A. G. B. Griffith, R.N., editor of the Fulmar Magazine, and leading light of the Drama Club, who takes up an appointment at Admiralty, Lieut.-Cdr. R. Kersley, D.S.C., R.N., our concert producer, to the Royal New Zealand Navy, on loan service, and the well known vintage flier, Mr. F. C. Rice, D.S.M., R.N., repudiates the allegation that he has been appointed to Lee-on-Solent for conversion to monoplanes; also N.A. Hayes, who represented the Station and Home Air Command at soccer. To these and all other officers and ratings who have departed recently, we wish all good fortune in their new jobs.

Lieut.-Cdr. P. L. Keighly-Peach, D.S.O., R.N., Senior Pilot of 738 Squadron, has had the honour of becoming the first bather of the year, albeit involuntarily. On Monday, January 9, 1956, while on a routine check flight his Seahawk aircraft suffered a sharp loss of power while on final approach over the sea. He was forced to ditch the aircraft some two hundred yards from the beach, but was picked up unhurt from his dinghy within three minutes of the accident by the duty helicopter, piloted by Mr. A. W. Webb, R.N. The aircraft was salvaged at low

water later in the day by a team led by the Senior Engineer, Lieut.-Cdr. R. Foster, R.N., and encouraged by more senior officers from the shore. Lieut.-Cdr. Keighly-Peach's incident coincides with the request for a volunteer for the shallow water diving course.

Since commenting that we are prepared for "Snowdrop II," the first civilian emergency call of the term has been dealt with. On Saturday evening, January 14, 1956, at about 1700, the helicopter was scrambled to transport Mrs. D. M. Matthews, wife of Lieut. R. G. Matthews, Royal Australian Navy, from Elgin to Raigmore Hospital, Inverness. With the guidance of bonfires and car headlamps, the difficult night journey was accomplished by Mr. A. W. Webb, R.N., the duty helicopter pilot, and a baby daughter was born to Mrs. Matthews at about 1830 the same evening. Had the helicopter not been available a forty mile journey over icebound roads would have been necessary.

### R.N. & R.M. Old Timers Club

MEMBERSHIP IS open to all Ex-Servicemen of the R.N. and R.M. who are over 65 years of age, irrespective of rank or rating held while serving.

Subscriptions, 3/- per year. Full particulars and information of the above can be obtained from the Hon. Secretary:

Mr. W. H. WINSOR,  
132 Lawrence Road, Southsea,  
or the Chairman:

Mr. A. BROOK,  
225 Chichester Road, North End.  
Meetings are held in the Club Room of The Festing Hotel, Southsea, on the last Wednesday in every month, commencing at 6.30 p.m.

A cordial welcome is extended to anyone who may be interested in the above and would like to attend the meetings.

The meeting for February will be on Wednesday, February 29.

### H.M.S. THESEUS

DURING THE latter stages of our training at Portland for the already postponed H.F.T.S. Pulling Regatta, a marked deterioration in keenness could be noted by even a casual observer and, good as security is in these matters, no one was really surprised to hear of our coming trip to Cyprus. This meant abandoning the

1955 Regatta and cutting short the Squadron's time at Gibraltar, but no violent emotion was stirred by either of these facts.

Theseus arrived at Famagusta late on November 2, and ship's company and volunteer men under training working through the night completed the unloading by 0700 on the next day. Then both the lighters used for unloading were filled with libertymen and in this way some 800 managed to get ashore for two and a half hours. (Of the "incidents" to Theseus' sailors heard about at home not even the most unscrupulous rumour-monger puts the "bomb" closer than two fields away!)

Sailing soon after noon for Malta by way of the northern coast of Crete a "make and mend" was granted for recuperation from the evening's toil. Remembrance Sunday Service was held just before entering Grand Harbour for a short spell in Malta to rest the engine room ratings who had driven the ship so valiantly. After an enjoyable programme of sport and tours of the island, Theseus sailed in company with Ocean on Tuesday, November 8, and arrived in Gibraltar on Friday, November 11. Rear-Admiral Biggs was flying his flag in H.M.S. Ocean during this passage, and Theseus was a private ship for the first time in her role of training carrier.

We were not at Gibraltar long comparatively speaking, and the last five or six days were marred by very heavy rain. It was impossible to race down to a waiting taxi without getting soaked—walking ashore was unthinkable.

However, some sport was possible; in the inter-ship Boxing Tournament Theseus was heavily defeated by Ocean, but the whole contest was one of good boxing and fine sportsmanship. Perhaps the most outstanding

### In Memoriam

V. H. J. Bailey, C.P.O. Steward  
P/LX 667695, Royal Naval Barracks,  
Died January 16, 1956.

D. J. Yates, M(E)I, P/FX  
805742, H.M.S. Excellent. Died  
January 28, 1956.

win was at hockey when Theseus 1st XI defeated an army team drawn from all units.

The last phase of the H.F.T.S. Winter Cruise was to Tangier, and to those whose first visit it was, Tangier proved very interesting. We should go there more often.

Here the inter-ship "soccer" matches, postponed due to bad weather in Gibraltar, took place, Theseus managing to win both 1st and 2nd XI matches. The Training Squadron 1st XV had a fairly comfortable win over the Tangier R.F.C., and the 2nd XV were also successful against the French Club.

Even our few days at Tangier were spoiled by the weather—the wind, this time, funnelling through the Straits caused the Squadron to weigh anchor and sail on Sunday evening, there having been no leave that day anyway.

The passage back to Portland was very pleasant and many a man will be able to say that he was dropped in a seaboat in the Bay of Biscay, although he will not care to qualify the remark by mentioning that the sea was mirror smooth.

Back at Portland we awaited a new Captain, a new Commander with a new Admiral, too, in the more distant future.

By winning the 1st and 2nd XI Hockey matches against Ocean, Theseus won the Victor Ludorum Shield for most points scored in games and competitions through the year.

However, Theseus' pride in achievement received a severe shock when Ocean's 1st XV defeated us by 14—11 in an excellent game.

Finally, we won the Portland Command "soccer" cup by beating the 2nd T.S.

Captain Pizey relieved Captain Miers on December 29, between the leave periods and Commander Carew Hunt was promoted Captain on New Year's Eve. Captain Miers' promotion to Rear-Admiral followed a week later.

Theseus is now under "new management" and moving towards a lengthy refit from February to May. There is just time, however, for a few days' exercises with the Home Fleet, and a visit to Ferrol in Northern Spain before we go to Portsmouth and Men under Training disperse to Victoria Barracks, St. Vincent and Vanguard at Devonport. There is an air of certainty that when we emerge from dockyard hands we shall have a new lease of life and the good ship Theseus will earn fresh laurels in every field.

## H.M.S. DILIGENCE



LAST Saturday the Ship's Company of H.M.S. Diligence, Hythe, entertained 180 children, and gave them a roaring rollicking party. Among those present were thirty children from Holbrook Home and Nazareth House, Southampton. They arrived by special bus flying a pirate's flag and escorted by a full-blooded pirate (P.O. Deane). Lieut.-Cdr. A. L. Harper, Executive Officer of H.M.S. Diligence, was at the Main Gate to welcome them.

A part of a large hangar had been transformed into a Pleasure Island, with swingboats, slippery-slides, a Space Ship, all the Fun of the Fair, and a Flying Saucer, which carried its passengers high into the roof, on returning to earth each passenger was presented with a Certificate of Space Worthiness.

Father Christmas (Mr. W. Wilson), arrived at Pleasure Island driving his

sleigh, and proved to be as popular as usual, particularly with the smaller children, giving them rides in his sleigh.

The Pirates' Cave was a great attraction, and each child who crawled through its mysterious interior was initiated as Pirate Second-Class by the Chief Pirate, Snr. Cd. Gnr. N. Craggs, duly tattooed, and given a shining penny or Piece of Eight.

After tea the children were entertained with a pantomime, and singing which was produced by Snr. Cd. Gnr. A. Ford, the cast coming from the Ship's Company, and finally each child received a gift from Father Christmas, and a bag of sweets and balloon on leaving.

The party was organised by Snr. Cd. Gnr. J. Smith.

### P.T. SCHOOL

#### Display

IN EARLY November the British Legion staged their annual Remembrance Parade in the Connaught Drill Hall with the object of raising funds for the widows and orphans of servicemen. The P.T. School asked to provide a display for the parade, prepared a Judo display in which the two participants, Sgt. Cooper, R.M., and P.O. Taylor demonstrated the more interesting features of Judo, and then proceeded to delight the crowd with unarmed defence against cosh, pistol (unloaded) and knife (razor sharp). An amusing commentary was given by Lieut. H. A. Winkles, R.N.

#### SPORT

##### Cross Country

The School entered a team of six in the Barracks Inter-divisional cross-country run and made second place. Our star runners were P.Os. Smith and Payne, who came fourth and eighth respectively. Of the School team, five runners were selected for the two Barracks' teams in the Command race; they helped the Barracks to victory for the first time for many years (the "A" team) and fourth place (the "B" team).

#### Hockey

The new lower deck hockey knock-out competition, for the Trevor Mansfield Cup, was started in Barracks this season. It was inaugurated by the parents of the late A.B. Mansfield for competition between the Barracks' divisions. The School drew with "Anson" in the first "play-off" of the finals, and after extra time. A most thrilling and nerve-wracking game, and in view of the fact that we were two goals down with only three minutes of extra time left to play, we counted ourselves most fortunate to live to fight another day. In the replay, we defeated "Anson" by three goals to nil, in a game which was somewhat of an anti-climax, although in fairness to the opposition, it must be recorded that "Drafty" had been "at work" on them in the intervening few days. Nevertheless—well done, P.O. Cannon and his team. In addition, much was owed to our supporters, who, with rattle, bell and vocal assistance, helped to maintain the team's morale. Mention also is due to P.O. Bartlett, on the new Re-qualifiers' course, who travelled overnight from Culdrose, after taking part in the Navy Hockey Cup Divisional final, and then turned out the following afternoon to assist us with two vital goals.

Congratulations also to P.O. Cannon, who has been playing regularly for the Portsmouth Command and in all the R.N. Trials. He was recently selected to attend the Hockey Coaching Course, held at R.N.

College, Greenwich, for the R.N. Hockey team and selected reserves. A Navy Hockey Cap may be his, even yet.

#### Football

We continue to progress in the R.N. Barracks soccer league, and have as yet suffered but one loss. Due to very small courses, "team raising" presents many problems these days, and it is very much a matter of "all hands to the pumps." On the last occasion of fielding a team, no less than three C.P.Os. turned out, and in all, four out of five on the present Staff P.T. Instructors' course. A very fine effort by those concerned.

#### Courses

Of the several courses at the school at the present time most will have left by March and our numbers will be very small. A Wrens' course is due to commence on January 30 and an Officers' sports course started at the beginning of the month.

An additional P.T. First-Class course started at the end of November, and when it is completed Portsmouth and Chatham Divisions should be well up to complement at this rate and Devonport, which is four only under complement, offset by their excess in P.T.2 rates.

Courses of N.S.U.Y.(E) have spent several energetic days at the school recently, and appeared to enjoy their activities very much.

#### Drafts

Congratulations to Sgt. Maker, R.M., who has been selected for the R.M. Staff P.T. Instructors' course at the P.T. School, R.M., Deal. While he is away on his two months' course (which we trust he will pass with flying colours), Cpl. Joyce, R.M., from Eastney, is carrying out his duties as Fencing Master at the School.

### H.M.S. LOCH LOMOND

H.M.S. LOCH LOMOND (Cdr. B. M. D. l'Anson, R.N.), at present paying a courtesy visit to Muscat, has given passage to the Political Resident, Persian Gulf (Sir Bernard Burrows, K.C.M.G.), who is making an official call on the Sultan.

The Sultan has recently returned to his capital from Salalah, where he resides during the summer. After his arrival, some twenty Sheikhs entered Muscat from the interior to reaffirm their loyalty.

Some of the Sheikhs asked the Sultan if he could arrange for them to visit the ship, as they had never seen a warship before. They were later embarked for three hours at sea, during which the four inch guns, Bofor, and Squid were demonstrated.

All Sheikhs were much impressed by their visit and received mementoes of a photograph of the ship and a Bofor cartridge case on leaving.

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# SPORTS PAGE

## SWIMMING NEWS

TRAINING FOR the 1956 season has now started at the R.N. Baths on Tuesday and Thursday evenings from 5.30 to 6.30. Coaching will be in the hands of P.O. Ogden, who is one of the premier National Coaches and has been selected as chief Hants County Coach for their swimming course to be held at Southampton in April, 1956.

All swimmers and water polo players are invited to come along and also to attend the Annual General Meeting of the Portsmouth Command Swimming Club, the date of which will be published very soon in Portsmouth Sports Information.

Last season's successes included:—Sub-Lieut. Dowling set up a new Navy record of 63.8 secs. for the 100 yards back stroke at Portsmouth.

A.B. Purkiss, besides establishing a new time of 73.2 secs. for the 100 yards breast stroke at Portsmouth, also won the Hampshire County 200 yards breast stroke championship.

E.R.A. Viney won the Kent County 100 yards butterfly championship at Eltham in a new record time of 65.4 secs.

### Life Saving in the Royal Navy

A man who is unable to swim is a burden to himself and a potential source of danger to his shipmates.

As our Commander-in-Chief, Portsmouth, said at the last dinner of the Southern Counties Swimming Association, it was an "abominable thing" if a man wearing the uniform of the Royal Navy was unable to swim.

The following details will help to show how ships and establishments are taking advantage of opportunities and facilities offered by Naval Swimming Baths throughout the country to rectify this appalling state of affairs.

Recently H.M.S. Tyne alone reduced her number of men unable to swim to a low level of 40 in a ship's company of 500. This represents a percentage of 92% who are capable of swimming and remaining afloat. Other ships have followed this example and many men are voluntarily appearing at the Portsmouth R.N.

Swimming Bath in order to learn the fundamentals of swimming and to pass the Provisional Swimming Test.

Similarly, H.M.S. Collingwood have now reduced their numbers of non-swimming apprentices to nil.

Having learned to swim and being a reasonably capable swimmer, a man may well say "What now?" The solution is most evident and is published by the Admiralty in the form of two A.F.O.s., 3443 and 3464 of 1955. These deal with Life Saving within the Navy. Being capable of swimming, and therefore of saving himself, a man's thoughts should turn to the saving of others in immediate danger of drowning.

At Command Swimming Baths, and at Portsmouth in particular, voluntary Life Saving classes are being held every week. These provide facilities whereby instruction is given to enable volunteers to pass the examinations of the Royal Life Saving Society and so to gain their awards. It is suggested that the ideal examination for which to enter initially is the bronze medallion, and anyone whose appetite is sufficiently whetted in achieving this may continue through bronze cross and Award of Merit to the highest award of all, the Diploma of the Society.

Those who are interested and who are serving in the Portsmouth Command should ask their P.T. or Sports Officer for details of courses. These details are published periodically in Portsmouth Temporary Memoranda.

At present, and until the Royal Navy decides to institute its own Life Saving awards, it is only possible to enter for the Royal Life Saving Society awards, and therefore the course of instruction to be followed is that contained in the Handbook of that Society.

Numbers of non-swimmers who passed the Provisional Swimming Test at the three main ports during 1955 were:—

Portsmouth ...	3,468
Plymouth ...	3,033
Chatham ...	415

## R.N.A.C. (SOUTH)

WITH LEAVE period coming between two issues of this paper, there is not much racing news to report, so we will start with some personal notes.

Firstly, all members of the Club must have been delighted to see that our late Hon. Secretary, C.P.O. Barnes had been honoured in the New Year List with the B.E.M. There is no doubt that this was a hard earned award, and I think it is the first occasion on which any active member of the Club has received such an award. Although he has left the Service, we still see him at our Saturday fixtures when he is down for his week-ends until his new house is ready for him at Eton.

News has recently arrived from Hong Kong to the effect that Master at Arms Bob Pape has been hitting the headlines out there with new Hong Kong records for the 3,000, 5,000 and 10,000 metres races as well as the corresponding mile distances, and he has also done ten miles in fifty minutes quite recently. Another old Club member, R.E.I. Robinson is apparently quite recovered from his heel injuries which stopped his active running when he was at Collingwood, and he finished second to Pape in the Fleet distance race.

L.R.E.M. Ragg has returned to Collingwood for a Mechanician's Course, which should keep him in the area for a long time to come, and another returned "star" is R.E.M. Bradley, in for the Leading Hands' course, which will keep him available for twelve months—his running second in the Home Fleet Cross Country, and his form in his first run for the Club show that he is really fit.

S.A. Dewsnap is to be congratulated in being selected as travelling reserve for the Hampshire team in the Inter-County Cross Country Championship:

it is some time since we failed to get a member actually running in the team, and I think this shows the strength of the Hampshire team on this occasion. Writer Hudman had less difficulty in getting a place in the Oxfordshire team.

Newcastle papers made a great song about the appearance of a naval team in the Morpeth to Newcastle Road race on New Year's Day when the Club had five representatives in this 13½ miles race. E.A. Joyce tenth, S.A. Dewsnap twenty-third, and A.B. Jackson (the organiser of the club team for this race) forty-first, were the scoring members of the team, which, from a study of the results, appears to have finished in fourth position. E.M. Briggs and R.E.M. Copping were the others to run among the 120-odd starters.

With regard to events in Portsmouth, several members of the Club competed in Portsmouth A.C.'s five miles road handicap on the Saturday before Christmas and Dewsnap finished third. On the first run of the year against P.A.C. on their course, our members combined with P.A.C. against Eastleigh and Southampton combined, and lost narrowly. In the return fixture against P.A.C. at Dryad we defeated P.A.C. and Ryde Harriers very comfortably with a very strong packing team, but our juniors rather let the side down by only one turning up when we had two visiting teams of juniors as our guests.

With the Portsmouth Command Championships early in February, the establishment teams are already getting busy looking for talent to try to win the team trophies, and to get places in the Command side for the Navy Championship, and then into the Navy team.

C.A.S.

## SQUASH RACKETS

### Portsmouth Command Inter-Establishment Knock-Out

THE DRAW for the competition this year has resulted in the following First Round matches, which have to be played before the end of January:—

H.M.S. Vernon v. H.M.S. Dolphin; H.M.Y. Britannia v. R.M. Barracks, Eastney; Senior Sub-Lieuts. v. Portsmouth Squadron; H.M.S. Excellent v. R.N. Barracks; H.M.S. Mercury v. H.M.S. Dryad; H.M.S. Collingwood v. H.M.S. Daedalus; H.M.S. St. Vincent v. Junior Sub-Lieuts.; and H.M.S. Hornet—Bye.

The foremost players are well dis-

tributed throughout the Command. Unfortunately, three ace players of Collingwood's autumn term have received drafts, and the favourites may be taken to be Daedalus, Mercury, Excellent and Vernon, all with two or more Command players in their teams (Daedalus have the Command Individual Champion—Lieut.-Cdr. Ainsworth). The Senior Sub-Lieuts. team—Subs. and 2/Lieuts. on course in the Command before Christmas—and the Junior Sub-Lieuts.—those joining the Command after Christmas—also have some powerful players, so the competition should be close and hard fought.

## HOCKEY

### R.N. v. TEDDINGTON Sunday, January 15—lost 1—2

THE R.N. hockey match against Surbiton at Eastney on Saturday had to be cancelled due to the unfit state of the ground but, thanks to a drying wind over-night and a groundsman whose efforts to please are well known, the match at Whale Island on Sunday was played.

The match was disappointing, although both sides were well matched. This year the Navy is without their captain and centre-forward, Lieut. Idiens and Olympic right-back Lieut.-Cdr. Midgley. Indeed it is doubtful if either will be fit for the Inter-Services. Unlike last year the available talent is scattered from places as far apart as Cornwall and Scotland, neither of which provides regular weekly fixtures or the standard of hockey of a good London side.

The Navy scored first through Kitson, but Teddington equalised soon after half-time. From then it was obvious that the visitors would prevail as they looked the better team and so it proved, while the Navy were disjointed, slow in clearing and tried to dribble and push, rather than hit and run. Cdr. Repard at left-back was an exception and many of his clearances were well and truly hit—a delight to watch. Teddington hit the winner ten minutes before time.

Two newcomers in the defence, Davies and de Winton, both promised well and will do better when they come south from Scotland. Cole at left-half was off form and appeared too unfit for the youngest player in the team. The forwards were inept and over-elaborate. Here again, Cummskey at centre-forward, although playing for Cornwall from time to time, has much to learn in holding a forward line together.

Team—Cdr. I. W. Jamieson (R.N.T.S. Woolwich); Lieut. J. F. H. C. de Winton (R.N.A.S. Lossiemouth); Cdr. J. D. L. Repard (H.M.S. Vernon); Inst.-Lieut. B. Manthorp (R.N.B. Portsmouth); A.A.2 Davis (R.N.A.S. Lossiemouth); Sub-Lieut. B. Cole (H.M.S. Thunderer); Sub-Lieut. R. Cummskey (R.N.A.S. Culdrose); A.A.2 R. H. Browne (R.N.A.S. Gosport); Lieut. B. Idiens (H.M.S. Ganges); Lieut. T. E. R. Kitson (H.M.S. Vernon); Lieut. K. Barclay Brown (H.M.S. Vernon).

## BOXING

### R.N.A.S. Bramcote

A LARGE attendance is again expected this year for the Home Air Command Open Boxing Championships which are being held at Royal Naval Air Station, Bramcote, on March 14-15. Last year the "Bambara Trophy" was won by the Royal Naval Air Station, Culdrose, who, it would appear, are anxious to retain their hard-won gains.

The Royal Navy are boxing the Midlands Counties Amateur Boxing Association in Coventry during February; further details of this can be obtained from the station P.T. officer.

## FENCING

THE R.N. Fencing Team entered the National Foil (Team) Championships, held at the London Fencing Club, week ending November 17 and 18, with the following results:—

Versus Vickers Armstrongs, won 15—1; v. Bexley Heath, won 9—2 (given); v. Polytechnic, won 9—3 (given).

This took them into the quarter-finals, where they met, and were decisively beaten by, the Paul 'A' Team, consisting of Renee and Raymond Paul, Alan Jays and Ralph Cooperman, all Olympic fencers, and tipped to represent Great Britain in the next Olympic Games.

The quarter-finals is as far as the Navy team has reached in this competition in recent years, and in view of the opposition encountered the above result is very satisfactory.

The team consisted of Lieut. H. Winkles, R.N. (Ports.), Sergeant L. Maker, R.M. (Ports.), Corporal M. Joyce, R.M. (Ports.), Sub-Lieut. (E) P. Stevenson (Ply.).

## NAVY NEWS PHOTO POSTCARDS

Suitable Albums are being prepared for these postcards.

Full details will be printed in the March issue.

### PORTSMOUTH COMMAND Lower Deck Hockey Club

THIS IS a Saturday side made up of players from ships and establishments in the Portsmouth area.

Whereas in the past three years we could only arrange fixtures against most civilian clubs' Second and Third XI's, our success over this period has induced clubs to play us against their first teams, and consequently we now have a first-class fixture list.

Despite the higher standard we have more than held our own, having played 14 games, won 8 and lost 6. We have scored 41 goals and had 37 scored against us. Five of the six games we have lost have been by the odd goal.

Our captain (C.P.O. Taylor, H.M.S. Phoenix), at centre-half, and C.P.O. Crozier, have played with the club since before the war. The former especially has been a great encouragement to both the team and Lower Deck hockey within the Command.

Top goal-scorer is P.O. (E1) Champion (H.M.S. Diligence) with 15 goals, closely followed by P.O. Cannon (R.N. School of P.T.), who, when he is not playing for the United Services 1st XI or in Navy Trials, combine to make a very powerful inside pair.

Players of good standard are more than welcome and are requested to contact P.O. Dalton, H.M.S. Collingwood (Tel. No. Dockyard 4506, Ext. 268).

## R.N.A.S. ABBOTSINCH

THE STATION welcomed Capt. Waterhouse as the new Commanding Officer in September last. Amongst many other things, he is a keen sailing man. It is hoped that under his leadership the success that the station has achieved, particularly on the Clyde, may be extended. Two years ago H.M.S. Sanderling was looked upon as a newcomer to the Clyde area, where the R.N.S.A. 14ft. dinghies form a keenly contested class. Already the station has won two of the major trophies for team racing and individual championships in the class, and it is hoped that the interest amongst officers and men may be extended even to supplying crews for offshore races in Windfall yachts.

## R.N.A.S. EGLINTON

THE WINTER so far has been notable for the large number of matches, particularly part of ship matches, played rather than for any resounding successes by the Station Teams. Sport for the many is, after all, a first aim. Shortly before Christmas 820 Squadron played its final match in the Inter-Part Soccer League and won the Inter-Part Cup by a convincing margin. The trophy was presented by the Captain during his final address to the Squadron on Friday, January 6. Before Easter it is intended to complete the annual Soccer Knockout competition and the six-a-side Hockey contest.

Among the Station representative teams the Rugby sides have stood out, both on the field and in social directions after their matches. Three XV's are fielded and the club has an enthusiastic following. A brightly decorated clubroom, suggestive of warmer climates by the state of undress of figures in the murals, reflects on the keenness of players and supporters.

Our participation in Northern Ireland Inter-Service and Combined Service sport compensates to some extent for our financial inability to take a greater part in Air Command and Navy competitions. This term we look forward to Inter-Service Soccer, Rugby, Cross-Country and Boxing, in all of which we hope to provide a large proportion of the Navy teams. In the autumn our athletes represented the Navy and Combined Services (Northern Ireland) with distinction.

In our somewhat erratic climate, indoor and social activities play a large part in our daily lives. Station activities include four separate cinema programmes per week and three routine dances per fortnight. Our Amateur Dramatic Society put on a highly successful performance of "Rookery Nook" in December and preparations for the R.N. Drama Festival are now going on.

Among the less widely followed pastimes, wildfowling, fishing, sailing and 22 shooting, are worthy of note among many others. Though some are seasonal, repairs and preparations during the "off" periods provide interest and congenial work.



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# Classified Advertisements

## Stop Press

## THE ROYAL NAVY TO VISIT LONDON

TWO H.M. Ships will visit the Port of London this month. The first arrival, H.M.S. Pelican (Commander C. J. Bateman, D.S.C., R.N.) will secure at Battle Bridge Pier tomorrow (February 10) at 11 a.m. The Pelican will be there until February 14, when she will sail for Gibraltar en route for the South Atlantic Station. Her complement is a little under 200 officers and men.

The other ship will be H.M. Submarine Thermopylae (Lieut. - Cdr. W. D. S. Scott, R.N.). The Thermopylae will berth at West India Dock, Poplar, at 1.30 p.m. on February 17 and will leave early in the morning of the 20th. Civic authorities of Poplar and representatives of the Port of London Authority will be entertained on board on February 18.

Neither ship will be open to the general public, though there will be opportunities, of course, for relatives and friends to go on board.

A fleeting visit to London will be paid on April 4 and 5 by H.M.S. Hardy (Cdr. B. W. C. Hewson, R.N.). The Hardy is the first of the new Blackwood Class anti-submarine frigates to be brought into commission. She came into service in December last.

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement.

Box Number, 9d. extra.

The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for errors or omissions.

### SITUATIONS VACANT

A NEW SECTION is being formed responsible for the supervision of the installation of Electronic Equipment on board ship, being developed for the Services, including the testing and tuning of equipment and training of naval personnel. A leader is required to take charge of this section and should be of the ex-Naval Commander type, preferably of the "L" Branch with experience of installation of recent Naval Electronic Equipment, with a good technical knowledge of Electronics, capable of training staff attending to general organisation duties.

Supporting staff of minimum of 3 Engineers preferably of degree standard, also required. Considerable travelling periods away from the Establishment are involved.

Apply in writing, stating age, qualifications and experience, to the Personnel Manager, The General Electric Co. Ltd., Brown's Lane, Almsley, Coventry, (Ref. RG).

SHIPWRIGHTS/BOAT BUILDERS leaving the Navy will find job vacancies with Tormentor Yacht Station Ltd., Stone Pier, Warsash on Admiralty, Yacht and Racing Boat Building. Good rates of pay, bonus scheme, travelling expenses.

BOURNEMOUTH CAR DISTRIBUTORS require experienced storekeeper.—Write Edwards & Co., (Bournemouth) Ltd., Oxford Road, Bournemouth.

HILL END HOSPITAL, St. Albans, Herts. Assistant cooks (2), male, required at the above hospital 20 miles from Central London; wages and conditions of service according to A.S.C.; wages £7 8s. 6d. per 48-hour week, plus extra payment for Sunday and holiday duty, and to holders of recognised cookery diplomas. A charge of 42s. per week is made for board residence.—Applications stating age and experience, and giving the name and address of one referee, to the Group Catering Officer, as above.

RADAR and Communications Chief Petty Officer with workshop experience. Special opportunity as project engineer on development and test gear. Central London Command. Flat available for suitable applicant.—Box No. 22 "Navy News."

RESIDENT assistant house father/handyman required immediately for boys' home; commencing salary £230 p.a. plus full residential emoluments rated at £100 p.a. for superannuation purposes.—Apply stating age and experience, giving names of two references to Superintendent R.N. & R.M. Children's Home, South Africa Lodge Stakes Hill Road, Waterlooville, Phone 2297.

RESIDENT STAFF required mainly sewing and supervisory duties; approximately 25 girls. Apply Matron, R.N. & R.M. Children's Home, Hopfield, Stakes Hill Road, Waterlooville, Phone 3122.

### HOUSES FOR SALE

DO you desire house ownership? Why pay excessive rent? House purchase with endowment assurance with reduced premium by naval allotment ensures security for the future. 90 per cent. to 100 per cent. loans advanced.—Write for full particulars without obligation to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

NEW SIX-ROOMED HOUSES for sale. Blackbrook Farm Estate, Fareham (off Gudge Heath Lane). Architectural designed in highly desirable and elevated position. With or without garages to suit applicants. All modern fittings provided. Completed houses available for inspection. Choose your own site. From £1,975 freehold, including all services. 95% mortgage available.—Healy & Evans Ltd., 22 Oak Road, Fareham, Hants. Phone Fareham 2373 or Fareham 2556.

HOUSE FOR SALE, 11 Grafton Avenue, Portsmouth, comprising single stone bay forecourt, 3 bedrooms, bathroom, ranelagh, bath, 2 rooms and kitchen; modern fireplaces, conservatory, good garden; good decorative order and repair; £1,200.

LARGE 4-BEDROOM HOUSE, double bays, forecourt, large front, middle and back rooms, modern grates, large kitchen, 40ft. greenhouse. Easy for conversion into 2 flats. Splendid condition throughout. Owner occupied. Not under replanning scheme. £1,400.—View between 6 to 8 p.m. Dreier, 137 Sultan Road, Portsmouth.

SEMI-DETACHED BUNGALOW, lounge, 2 bedrooms, kitchen, bathroom, lino, shed. £1,600.—Jelley, 13 Eastfield Avenue, West End, Fareham.

### ACCOMMODATION

ACCOMMODATION for naval personnel and families; every comfort, excellent food if required; terms moderate.—Littledean, 10 Marion Road, Craneswater, Southsea.

FULLY FURNISHED FLATS, own kitchens, 2 gns. Booking for long or short periods till June 1. No children.—38 Shaftesbury Road, Southsea (opp. Queen's Hotel).

HOUSE TO LET, partially furnished, Waterlooville; 4 bedrooms, 2 sitting-rooms, kitchen and all usual offices; modern domestic boiler.—For details apply Messrs. King & King, 5 Clarendon Road, Southsea.

SMALL FLAT to let, suit couple; fully furnished.—Phone 31170. 7 Festing Grove.

TWO NICELY FURNISHED ROOMS to let with own kitchenette, meter, and use of bath; no children.—Studdard, 46 Margate Road, Southsea.

TWO FURNISHED ROOMS, use of kitchen, bathroom; one child accepted; no linen; 30s. per week including electricity.—Bailey, 88 Stanley Road, Stanshaw.

TO LET, furnished self-contained flat, Devonshire Avenue, Share bathroom; reasonable rent.—Apply G. Woods, 86 Orchard Road, Southsea.

TWO FURNISHED ROOMS to let, clean and comfortable. Sorry no children.—Wells, 11 Renny Road, Portsmouth.

TO LET, two furnished rooms, usual facilities; no linen.—3 Beresford Road, North End.

TO LET, furnished flat, lounge bedroom, kitchen, own gas meter, bathroom, place for coal; two minutes from buses, all parts of city; 2 gns. weekly.—Williams, 25 Langstone Road, Milton, Portsmouth.

### CARAVANS

FORGET ALL YOUR CARES AND RELAX in a well-equipped 6-berth caravan situated in the New Forest, which you can hire for a modest fee. Children are welcome.—For particulars, Mrs. A. K. Whittaker, 58 First Avenue, Farnington, Cosham.

### FOR SALE

FOR SALE, racing cycle, Elrick 23in. B.A.R. frame, hand-filed lugs, Oscear fittings, Conloy 27in. rims, Harden hubs, S.A.F.C. gear, B. 17 saddle, Pelissier bends, Durex 3-pin crank, £15 o.n.o.—F/O J. A. Scott R.A.F. Officers' Mess, R.A.F., Pembury, Burry Port, Carmarthenshire.

### MISCELLANEOUS

LADY SEEKS PARTNER for social activities; Marine or Naval officer; 38 years onwards, 5ft. 9in. minimum.—Apply Box No. 20 "Navy News."

NONINGTON-NURSERY SCHOOL, 48 Southam Road, Fareham, Phone 3044. Pupils 3 to 8 years.

SUBMARINE SOUVENIRS wanted for museum. Instruments, fittings, equipment purchased. Anything connected U-Boats wanted.—Summers Red Lion, Henley-on-Thames.

YOUNG LADY STUDENT (interests: medicine, correspondence, theatre) requests pen friend; over 18.—Box No. 21 "Navy News."

TAXIS. Ajax, Phone: 4304, 71240 24-hour service, 10 Hyde Park Road (close Guildhall).

### H.M.S. VERNON

THE NEW Year opened with a swing, in more senses than one. Children took over the helm and steered us through party after party. Our gymnasium became a fairground with devices ranging from roundabouts to a submarine dive to Neptune's Cave fifty fathoms below. H.M.S. Nautilus proved to be the major attraction and our wee guests entered through the conning tower assisted by the traditional pirates. An underwater television enabled them to see scenes of life below the surface as they descended to the bottom. On arrival, they wandered through seaweed-infested sand and were treated to treasure from Neptune's chest—a highly successful trip. They were then stamped, boys on the forehead, girls on the hand, and mothers—the pirates were a little exercised where they should be stamped, but it wasn't visible, anyway.

After tea, Father Christmas arrived by various channels, at some parties from an enormous cracker pulled by pirates, at others from the interior of a Christmas cake, and lastly, by helicopter! Sufficient to say that the children voted these parties the best ever.

The Chief Petty Officers' Mess annual New Year's Ball got off to a flying start, assisted by a very warming rum punch. The mess was tastefully decorated, Chief E. A. Poullett painted the scenery and the general impression of a continental resort was achieved. The programme was well varied and very ably M.C'd by Shipwright Thomson, whose humorous technique proved to contribute very largely to the success of the dance. About 300 guests were welcomed by the Mess President, C.P.O. J. H. Riley, who invited the Captain's wife, Mrs. J. Grant, to present the prizes at the interval. Miss Janet Hawkins, the Mess Treasurer's daughter, presented Mrs. Grant with a bouquet, and the remaining prizes were presented by Mrs. Riley at the end of the second half.

The whole committee should be congratulated on a very successful dance, and if we single out the caterer, C.P.O. Giles, for "honourable mention," it is because his catering "tuned in" so nicely with the continental theme and was so very much appreciated.

The highlight of the first ceremonial divisions of the new term was the presentation to C.P.O. C. Laver of a clasp to his Long Service Medal. We hasten to add our congratulations to those of the Captain, who presented it to him under the clear lens of the Evening News photographer.

We have said our farewells to Cdr. J. S. Hough, D.S.C., R.N.R., who is well known to all who go round in minesweeping circles. He has left us to take command of a seamanship school at Dover; our good wishes go with him.

Rehearsals have already started for our entry for the R.N. Drama

Festival under the direction of Inst.-Lieut. K. O. Boardman. As holders of the Command Cup, we are on our mettle and the cast is keen to retain the trophy.

We have started a gramophone record recital "evening" and hope that there will be sufficient support to keep it going.

Sporting activities continue, and even if our hockey team has been eliminated from the Navy Cup by Maidstone, their record is a good one.

The new buildings in Vernon continue to rise but we assure readers that various members of Vernon staff are not suffering from St. Vitus dance, it is purely the effect of the vicious machines operating outside their offices.

We raise our hats to the Divers, who continue to take their daily dip in what must be quite cold water—training must go on regardless of weather conditions.

News of our Wrens and the Vernon Friendly Wives appears elsewhere in these pages, which is our only excuse for not mentioning them here; nevertheless, we thank those Wrens who are assisting us in our drama team and those who did such stalwart work in looking after the younger children in the various parties.

### R.N.A.S. EGLINTON

WE WELCOME back to Eglinton Lieut.-Cdr. E. R. A. Johnson, R.N., the new Commanding Officer of 719 Squadron, and Lieut.-Cdr. J. P. David, R.N., the Commanding Officer designate of 815 Squadron, which for six years after the war was the resident A/S Squadron at Eglinton. Also Third Officer J. I. Wallen, W.R.N.S., who has arrived from Nuncham Park.

After being delayed for several days due to the fog and bad weather in the South of England, 820 Squadron flew off on Monday, January 9, and are now embarked in H.M.S. Centaur, and we wish them the best of luck on their cruise to the Far East.

Congratulations to Wren Rosemary Scarff, who has left to do the W.R.N.S. Officers' Training Course at Greenwich.

### SCOTTISH AIR DIVISION R.N.V.R.

During the last months of the year the Division, which is the only R.N.V.R. Air Division in Scotland, and draws recruits from a wide area extending from Newcastle-on-Tyne to Inverness, was strengthened by the addition of four part-time National Service officers, two pilots and two observers, and twenty Pre-National Service ratings, twelve of whom come from Rolls Royce, Hillington. The Division also warmly welcomed ex-C.P.O. (S.) D. Kleckham, who benefits the Division by his long experience in the Supply and Secretariat Branch. It may not be generally appreciated

that one of the important tasks of the R.N.V.R. is the training of Pre-National Servicemen, who, on call-up are thereby assured of entry into the Navy in the Branch of their choice, and are saved several weeks of new entry training.

Visitors to the Air Division during this period included, Flag Officer Air (Home), Vice-Admiral C. John, C.B.; the Naval Assistant to Admiral Commanding Reserves, Capt. S. H. Beattie, V.C., R.N.; Naval Air Assistant to Admiral Commanding Reserves, Cdr. J. H. Dundas, D.S.C., R.N.; Staff Supply Officer to Admiral Commanding Reserves, Cdr. (S.) J. E. C. F. O. Stoy, R.N.

Scottish Air Division, represented by 1843 Squadron (Lt. Cdr. M. Ross, R.N.V.R.), came second in the Kemsley Trophy (awarded to R.N.V.R. Squadrons in an annual competition in flying technical ability and airmanship), losing to the Midland Air Division, R.N.V.R., by only two marks. The standard of navigation by the Observers in this competition (both ex-National Servicemen) gained only half a mark under the maximum.

### H.M.S. LOCH KILLISPORT

ON THURSDAY, February 2, Loch Killisport returned to Portsmouth after completing the foreign leg of her General Service Commission. The ship's company of Loch Killisport originally commissioned Whitesand Bay in September, 1954, and did from then until Christmas in the Home Fleet mostly off the North and West Coasts of Scotland. At Christmas it was decided that Whitesand Bay should be placed in Reserve and having done this, the ship's company proceeded to Chatham and took Loch Killisport out of reserve. Loch Killisport commissioned on February 28, 1955, and sailed from U.K. for the East Indies Station on March 21, 1955. After a brief fortnight's work-up at Malta she proceeded into the Persian Gulf for the months of May and June.

At the end of June the ship thankfully left the heat of the Gulf and spent July docking at Colombo, from where all the ship's company had a spell at the rest camp at Diyatalawa. August was spent at Trincomalee taking part in the combined exercises with the Indian, Pakistan and Ceylon fleets

### CROSSWORD SOLUTION JANUARY, 1956

ACROSS.—1. Maid of all work. 10. Oxide. 11. Orpen. 12. Strides. 16. Ash. 17. Net. 19. Netting. 21. Minaret. 23. Run down. 25. Decider. 28. Bag. 30. Ask. 33. Destiny. 37. Nahum. 38. Laugh. 39. White feathers. DOWN.—2. Avid. 3. Dress. 4. Four. 5. Loud. 6. Whose. 7. Ripe. 8. Concentrating. 9. One after eight. 13. The new age. 14. 27. Impact. 15. Engineman. 16. Act. 18. Tea. 20. Tin. 22. Rod. 24. Dab. 26. Ink. 29. Admit. 31. Sylph. 32. Shah. 34. Self. 35. Irma. 36. Purr.

and then we proceeded to Mauritius to embark His Excellency the Governor, and for the next month we took him round the islands of his Dependencies. Returning to Mauritius in mid-October, His Excellency disembarked and the Commander-in-Chief, East Africa, Lieutenant-General Lathbury, and the Bishop of Mauritius were embarked and taken to the Seychelles, and the former then taken on to East Africa where Tanga and Mombasa were visited. Whilst at the latter a number of the ship's company visited Nairobi.

From Mombasa back to the Gulf for the month of December, Christmas being spent at Mena-al-Ahmedi, where everyone was extremely well looked after by the Kuwait Oil Company.

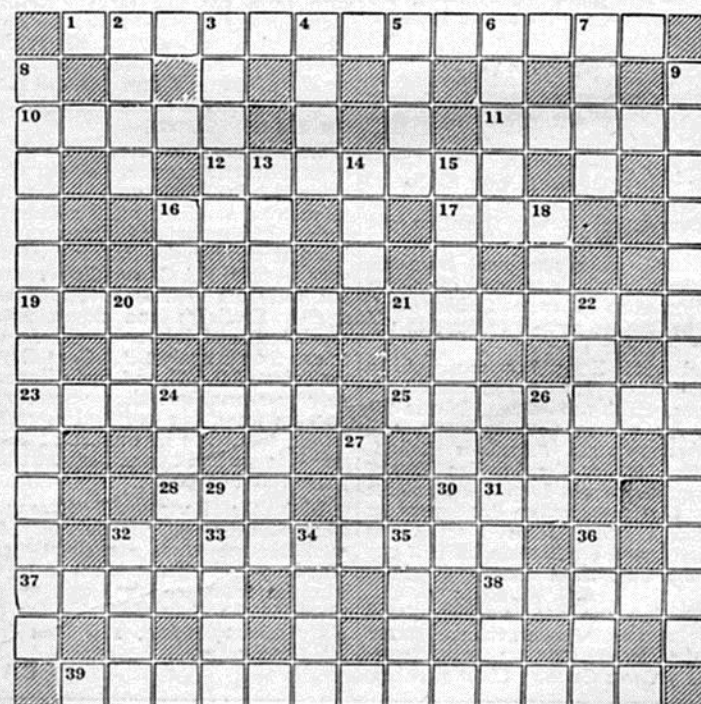
Loch Killisport sailed from Bahrain on January 2 and after brief stops at Aden, Malta and Gibraltar, arrived at Portsmouth for a refit, having steamed over 31,000 miles in just over ten months. She is expected to recommission for a further Home/East Indies General Service Commission on April 10.

## Navy News Crossword—No. 18

A prize of £1 1s. will be given for the first correct solution opened on February 27

The winner of last month's crossword was:

E.R.A. Robson, H.M.S. Welcome



### CLUES ACROSS

1. A winner with a game spirit is the winner (6, 7).
2. You and I get older (5).
11. It's witch taken by Hornblower (5).
12. See 8.
16. Wakened without a rod (3).
17. Anagram of 18 (3).
19. Icy officers? (7).
21. Female (7).
23. Ore dust (anag.).
25. Advance rapidly in the operating theatre? (7).
28. Feathered reptile? (3).
30. River (3).
33. Assorted candy that is unfit to eat (7).
37. Lazy creature? (5).
38. Eager to say yes (5).
39. But he does not run in his shop (5, 8).

### CLUES DOWN

2. See me leading for him (4).
3. This (American negro speaking?) this hair would be misfortune (5).
14. Boy's weigh found in Herts (7).
5. Press (4).

6. West or east, but not in English (5).
7. Sundown in the East! A loose saying (4).
8. Loud speakers? (6, 7, 7).
9. Fred G., engineer in his garden with success? (5, 8).
13. Agreed that the Scottish river is mixed with colour, but not now (9).
14. See 4.
15. Water-pipe burst and mended. All by hand (9).
16. Used for tea in an unfurnished house? (3).
18. Anagram of 17 (3).
20. A parrot has no equal at this (3).
22. Raw eggs. Not about horses (3).
24. Quiz. The second letter is A. C. —? (3).
26. Talking of therms! (3).
27. He should know his name (3).
29. Colour (5).
31. The county represented by me at hockey? (5).
32. — the — is a complete turnover (4).
34. Mineral that may "reek" in Scotland? (4).
35. The Prince of Sligo ruled Ireland once (4).
36. Mexican Englishman, go off! That's comic (4).